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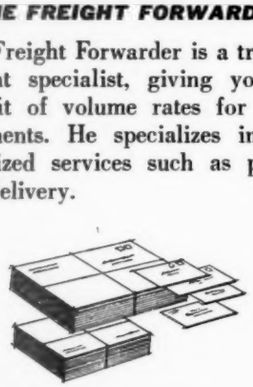

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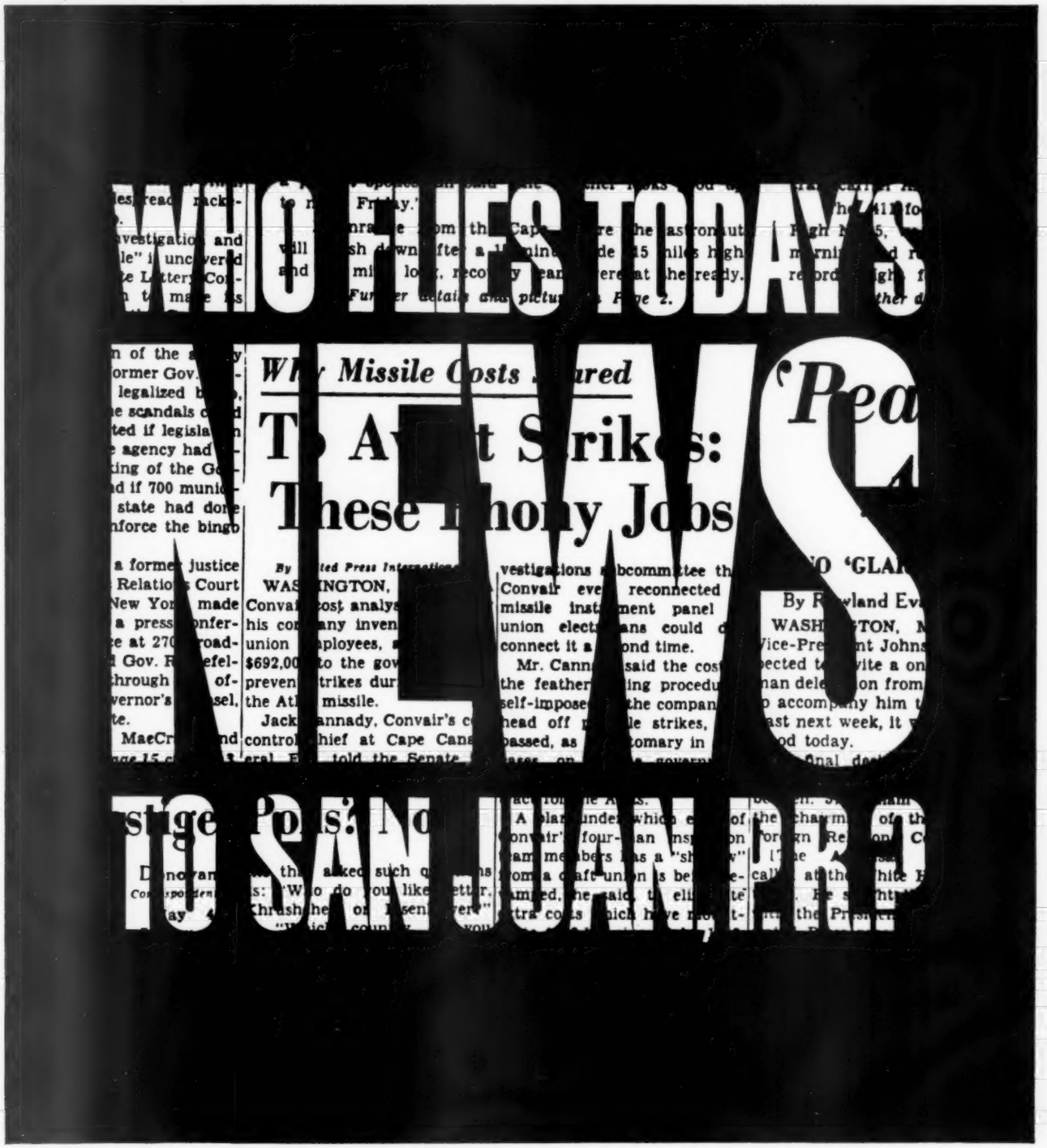

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AIR CARGO

an American Aviation Publication

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Every other month, in January, March, May, July, September, and November, AIR CARGO is published in two parts. Part II expands the guide features to include domestic and international air freight rates, documentary requirements for international shipments, and other air shipping information subject to infrequent change. Periodically a Part II is issued containing AIRIMP-CARGO.

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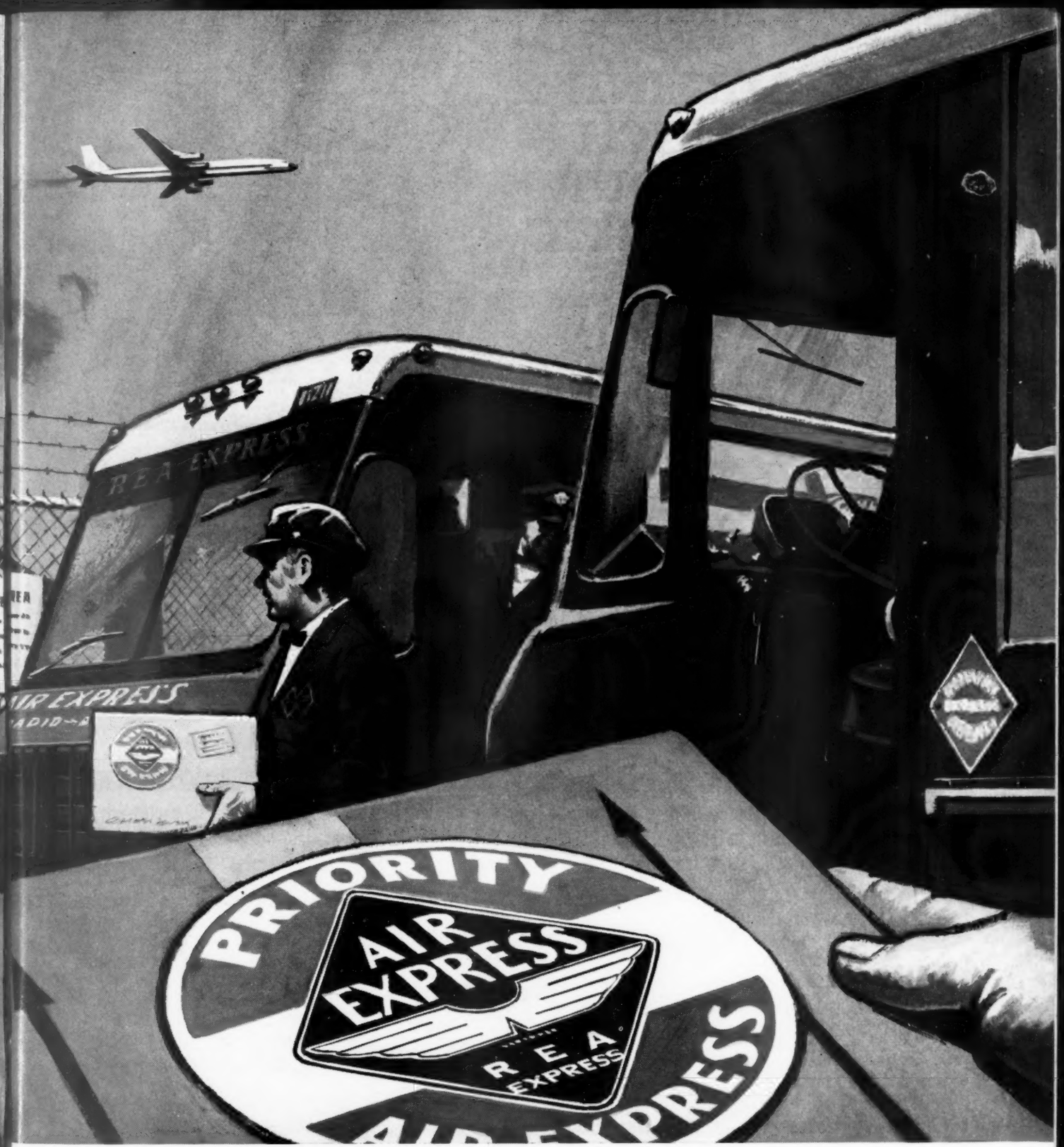
Air Express: Why is it anchor man in America's missile race?

Anchor man on a relay team is the fellow who clinches victory with a final burst of speed.

That literally describes the role of AIR EXPRESS on America's missile team.

Our future as a nation may rest on the success of this all-star team, and AIR EXPRESS is proud to be a member. But not really surprised.

In the air, shipments bearing the familiar red, white and blue AIR EXPRESS label are first on, first off, first there—via all 35 scheduled airlines.



On the ground, they're whisked door-to-door by a special fleet of 13,000 trucks, many radio-dispatched. And throughout the U. S. and Canada, each AIR EXPRESS shipment gets kid-glove handling. Armed guard protection—an AIR EXPRESS exclusive—is available, too.

These unique advantages aren't restricted to missile programmers, either. Any business—large or small—can enjoy them in full and at amazingly low cost. Just one phone call to your local AIR EXPRESS office arranges everything, door-to-door.

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- New low cargo rates effective September 1st.
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EDITORIAL

Another Sign Of Maturity: The Complex Tariff

IT IS A LITTLE DIFFICULT for me to believe that air freight needs a motor truck tariff to be a success. The airlines certainly should cooperate with the motor trucks, to bring the nation a better transportation service. But to adopt a truck tariff is not a move toward tariff simplification. The Flying Tiger Line is proposing to adopt a motor truck classification tariff.

Tariff simplification is important—for at least two reasons. Costs for producing, distributing, and maintaining an easy-to-use tariff are much less than for a complex tariff. And the carrier with an easy-to-read, easy-to-understand tariff is easy to do business with.

The Tigers have indicated they will use the motor classification tariff to solve the weight-volume relationship that plagues any air carrier. There ought to be an easier way than a classification tariff. There ought to be a way peculiarly suited to air freight.

For a good many years, the airlines have handled the problem of "balloon" cargo by carrying a rule in the air freight tariff that each 250 cubic inches of a shipment was equal to one pound. This works out to just about seven pounds per cubic foot. This may be too high or too low. As a matter of fact, for cut flowers and nursery stock the airlines did modify the rule—to 266 cubic inches equal one pound. This works out to 6.5 pounds per cubic foot. Whatever the figure, such a rule protects the carrier from the lightweight, bulky shipment.

The real flaw with such a rule is when to apply it. The obviously bulky shipment, of course, gets measured. If it is a regularly shaped piece, there is not much of a problem. With the irregular shape, measuring becomes almost an estimate.

There ought to be an exact solution to this problem. It will probably be found in the materials handling field.

Conveyor systems now include some pretty sophisticated scales. These scales will weigh, record, and remember shipments. It seems to me that scales, within the present state of the art, could also be asked to compute the cube of a shipment.

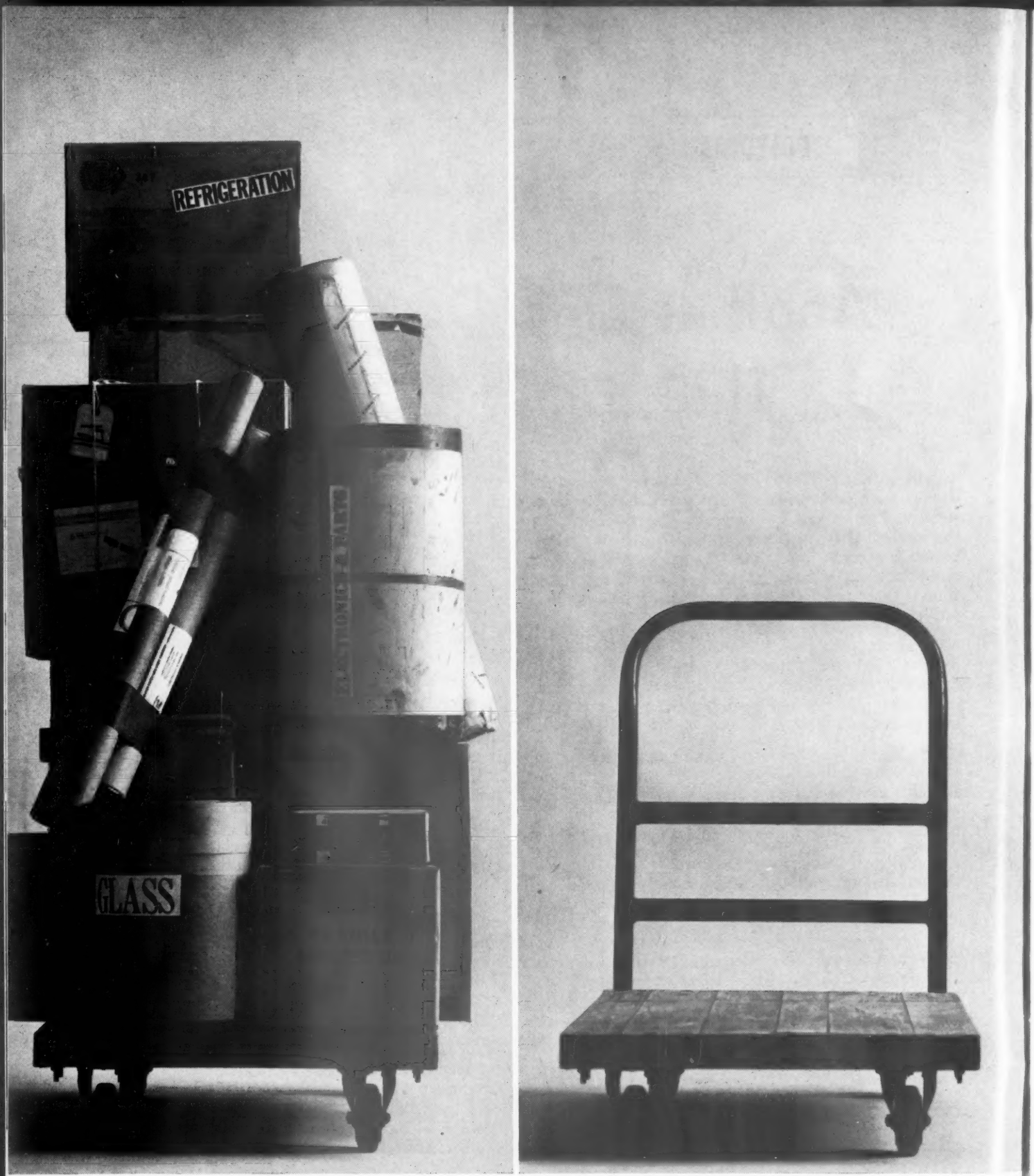
The Flying Tigers figure that shipments with an average density of about 12.5 pounds per cubic foot will be needed to fully utilize the carrying capacity of the new CL-44s. If shipments have a density greater than 12.5 pounds per cubic foot, the gross weight limit of the plane will be exceeded before the space is used. If shipments are lighter than 12.5 the plane will cube out before it grosses out. The Tigers would prefer to have their planes gross out before the cube limit is reached.

To help this along, the Tiger classification systems gives progressively lower rates as density increases. At 20 pounds per cubic foot, a shipper earns the lowest rate (with class rates). Unfortunately, the class rates do not completely solve the problem. Many commodities are not simply classified. Transformers, for example, need a special note to provide one rate if the density is less than 20 pounds per cubic foot (as declared by the shipper) or a lower rate if the density exceeds 20 pounds per cubic foot. There are many commodities that need these special notes.

I know that the Tigers spent better than two years developing this new tariff proposal. I know, too, that the Tigers have too much invested in the air freight business to have gone into this type of tariff without good, sound reasons.

One thing I do not know: why do tariffs have to become more complex as the industry matures?

Wallace I. Longstreth



All gone

Here in Zurich's new cargo terminal, transshipping time is measured in minutes—not hours. There are 27 reasons why. One is the terminal itself—120,000 square feet of the world's most complete jet-age cargo facilities. The other 26 reasons are the 26 major international airlines that link Zurich with all Europe, Africa, the Middle East and the Orient. At the head of the list—Swissair, whose jet fleet serves 56 cities on 5 continents. Next time you ship cargo, take advantage of Zurich's unique facilities—including high-speed conveyor systems, refrigerator rooms, animal hostels, 9,000-square foot free trade zone, radiation storage, guarded vaults, plus all forwarders, agents and airline offices all under one roof. Phone your cargo agent, forwarder, or Swissair. 10 West 49th Street, New York 20, New York, FAculty 2-8600

SWISSAIR
SWISSCARE • WORLDWIDE

TRENDS

Shipping shoppers have discovered that small shipments moving between the Northeast and points in the Southwest and California do so more cheaply via the new transcontinental airlines, Delta and National. Between New York and Los Angeles, for example, a 10-pound air freight shipment moves at $4.00 (the minimum charge via Delta). Via Air Parcel Post, the 10-pound package would cost $8.00. Between Boston and Los Angeles a 10-pound package would cost, via air freight, $8.10. The secret is in the minimum charge. Even though DAL and NAL are transcontinental, both have retained the $4.00 minimum charge.

Much air freight activity is expected on the new southern transcontinental routes. One of the carriers estimates that the California-Florida route will provide 40% of the total system air freight traffic, once the route is fully implemented.

Sagging traffic across the Pacific was helped this summer by large shipments of electronic and automatic data processing equipment. The movements give promise of continuing strong through this fall.

More mail for daylight flights appears in the offing. Without adding a man or buying another machine, the Post Office Department has found a way to better mail service. In some cases, delivery time for letters will be shortened by 24 hours.

This program is called NIMS (Nation-wide Improved Mail Service). It enlists the aid of 25,000 large mailers in the country who give the Post Office a little more than half of total mail volume. These mailers have started to bring large batches of mail to the Post Office during morning hours when facilities are nearly empty.

Before the NIMS program, 80% of the mail was dumped on the P.O.'s doorstep between 5 p.m. and 9 p.m. The NIMS goal is to reduce the 5-to-9 peak load from 80% to about 50%. In 1961, the P.O. will handle some 65 billion pieces of mail.

There are other benefits accruing from the NIMS program. Large mailers are saving money in cartage costs (through reduction of overtime and time spent at P.O. docks waiting to unload). Large mailers are also programming their own mail rooms for more efficiency.

The U.S.-South American route structure is in for a major overhaul. CAB will grant revised routes to only two of the four U.S. carriers presently serving the market, best bets—Pan American World Airways and Braniff Airways.

A formal investigation of air freight liability rules probably will not occur any time soon. The complaint of the California flower growers, which might have been blown up into a full scale investigation, will be handled simply as a complaint if CAB Examiner Ralph L. Wiser's decision in the case holds. Bureau Counsel, plugging for a full scale investigation, will appeal Wiser's decision to the Board.

NEWS

KLM Insures Shippers Against Transatlantic Delay

U.S. transatlantic exporters can get a "time arrival guarantee" on their shipments. Initiated by KLM Royal Dutch Airlines, the plan, known as TAG for short, permits U.S. exporters to insure shipments against arrival-time delays of more than 24 hours.

If a shipment fails to reach destination within 24 hours of scheduled arrival time, KLM refunds transportation charges to the shipper. Fee for the TAG service is 1% of the transportation charges, with a minimum cost of $1. Transportation charges may be insured up to $25,000 per single aircraft.

The insurance broker is Barry and Powell, Inc.

KLM gave this guarantee: "should your shipments not be made available to the consignee or his designated broker within 24 hours of its scheduled arrival time, the underwriter will reimburse up to the amount of the transportation charges."

Alvin E. Levenson, KLM's U.S. cargo sales manager, said the new type insurance would back his carrier's claims "of top dependability in the cargo shipping field."

To qualify for TAG insurance, a shipment must be carried on a through International Air Transport Association international air waybill, and must be routed via KLM on the transatlantic portion of the trip.

At present, TAG insurance can only be applied to shipments originating in the U.S. and bound for Europe. Specifically TAG insurance can be purchased for shipments routed via KLM from the U.S. to Austria, Belgium, Denmark, Finland, France, Gibralter, Holland, Greece, Ireland, Italy, Luxemburg, Norway, Portugal, Spain, Sweden, Switzerland, Turkey (Istanbul only), the United Kingdom and Western Germany.

According to Levenson, TAG insurance may be expanded to cover westbound shipments later this year and "eventually to other continents."

KLM said that shippers could obtain the benefits of new TAG insurance "by requesting guaranteed arrival time insurance at a very nominal premium when you place your shipping order."

Rates and details are available at local KLM offices.

REA Expands To Puerto Rico

Direct air express service between the U.S. mainland and Puerto Rico has been inaugurated by REA Express.

REA says that the new service operates exactly like domestic air express. The only documentation needed is the shipper's export declaration, form 7525-V which is required by the Federal Government on all export shipments.

REA's, Emil Seerup, vice president, air services, said that his firm's new express service to and from Puerto Rico would "for the first time provide shippers with complete one-carrier door-to-door pickup and delivery service as well as priority air transportation."

REA's air express operations in Puerto Rico are directed from a new, centrally-located terminal office at San Juan International Airport. From this operations center, the firm's trucks fan out to provide pickup and delivery service at no extra cost to several sections of the San Juan area including: Barrio Obrero, Bayamon, Buchanan, Caparra Terrace, Catano, Hato Rey, Martin Pena, Miramar, Pueblo Viejo, Puerta de Tierra, Puerto Nuevo, Rio Piedras, Santurce and Talleres.

Some typical air express rates offered by REA express to and from San Juan are: *(see below)*

In a separate development the final phase of negotiations are now under way to extend REA Express' through export bill of lading service between the U.S. and several more foreign countries.

The export bill of lading is issued by REA Express immediately upon acceptance of shipments at principal inland and port cities. It is designed to expedite payment for merchandise through local commercial banks when specified in letters of credit. Other advantages cited by REA for the bill include a predetermined through transportation charge, single carrier responsibility and designation of REA, or its overseas agents as customs broker.

Countries to be added to the REA network are: Ceylon, Colombia, Ecuador, Honduras, Iceland, Malaya, Morocco, New Zealand, Nicaragua, Nigeria, Pakistan, Singapore, Trinidad, B.W.I., Tunisia, Union of South Africa and United Arab Republic. REA said addition of these countries would bring the total served by the through bill of lading service to 57.

BETWEEN SAN JUAN AND:	5 lbs.	10 lbs.	20 lbs.
NEW YORK CITY	$ 4.65	$ 7.30	$12.60
CHICAGO, ILL.	5.45	8.90	15.80
DALLAS, TEXAS	5.29	8.58	15.16
SAN FRANCISCO, CALIF.	7.69	13.38	24.76

(Rates include pickup and delivery service)

LAN Chile Airlines Keeps The Shipper Informed

A new cargo advisory service designed to keep the U.S. shipper and forwarder informed on the whereabouts of a shipment has been introduced by LAN Chile Airlines. Two airmailed postcards alert the shipper.

The first is airmailed to the shipper on the day his shipment is dispatched. It notifies the shipper of the date and the flight on which his shipment was flown to South America.

Later the shipper receives a second airmailed card, spelling out details on the arrival of his shipment. The card indicates the flight and date on which the shipment arrived and names the consignee taking delivery.

Backing LAN Chile's advisory service will be converted DC-6B freighter equipment. The carrier intends to convert four DC-6s to all cargo configuration, at a cost of $200,000 per plane.

The first freighter, scheduled for delivery in about 6 months, will be placed on a route between New York and Santiago via Miami, Panama City and Lima. Initial schedules will call for one flight a week departing New York on the week-end. The flights will be scheduled to accommodate week-end consolidations of shipments.

The move to bolster LAN's cargo service was made in light of what Santiago Faz, the carrier's general sales manager in North America described as "the growing South American cargo market. One of the strong factors in the picture," says Faz, "is that Latin countries are extremely short of money, so they find that keeping low inventories—with the resulting minimizing of invested capital—requires special and rush ordering of spare parts."

Faz notes that South American importers are after swift service. "They are completely convinced," said Faz, "of the convenience of air shipments. They are not much interested in getting special rates or waiting for a regularly monthly scheduled cargo flight. We offered them this latter and they turned it down."

Allied Air Freight Expands In San Juan

Operations are in full swing at Allied Air Freight's new air freight facility located in the Port Authority's freight building at Isla Verde Airport, San Juan, P.R.

Covering 7500 square feet, Allied's cargo area faces the airport ramp. The Philadelphia based air freight forwarder said this location will permit almost immediate transfer of freight as well as expedited handling of inbound freight. Any reduction in handling costs will be passed along to the shipper, Allied promised.

Two other tenants—Eastern Airlines and Trans-Caribbean Airlines—are expected to move into the new Port Authority freight building soon.

Lower Transpacific Rates Slated For Sept. 1

Lower general commodity rates and a new specific commodity rate have been voted by the transpacific airlines of the International Air Transport Association. The rates are scheduled to go into effect September 1, subject to approval by the governments involved.

In chart form, here is how the new general commodity rate structure looks:

Proposed General Commodity Rates
West Coast-Tokyo
Rates per Kilo

Under 45 kilos	45 and over	100 and over	250 and over	500 and over	1000* and over	2500 and over	7500 and over
$4.82	3.61	3.58	2.86	2.20	2.05	1.87	1.65

* Eastbound only

The new specific commodity rate adds an eastbound 1000 pound kilo weight break for yarns, threads, cloth in bales, clothing and textile manufactures. The rate is $1.65 per kilo.

Atlantic Traffic To Double, Lufthansa Predicts

Lufthansa expects cargo traffic on the North Atlantic to double within the next two years. Up to now, the German airline points out, the annual rate of increase has been 25 to 30%.

The increased rate of growth is expected to result from the new IATA-rate agreement scheduled to go into effect September 1.

Air Freight Potential in W. Germany

	Value	Quantity
Foreign trade of the Federal Republic in 1959	$10,300,000,000	61.9 million tons
Air Freight potential	$ 2,450,000,000	0.8 million tons
Share in air freight potential	24%	1.3 million tons
Air freight traffic	$127,500,000	17,330 tons
Real share in air freight traffic	6.2%	2.2%

The airline says that the reaction of shippers to the reductions will not be immediate but forecasts that by 1963 "even the most conservative shippers will have recognized the possibilities."

Discussing the future of air freight, Lufthansa says that the main potential is tied to the development of foreign trade. World trade increases 5% annually while that of Western Germany has gone up by 13% each year.

Discussing the purely German air-freight traffic potential, Lufthansa gives the following figures: *(see above)*

Using the above figures and applying the general accepted theory that the main market for air freight is for shipments whose value is not less than $1 per pound, Lufthansa notes that the potential has barely been tapped —either on a basis of value or of quantity.

Large Brokerage Firm Ships In Volume

The celebrated stock brokerage house of Merrill Lynch, Pierce, Fenner and Smith is a regular air freight customer. Last year the firm shipped 300,000 pounds of air freight.

Among items which Merrill Lynch shipped routinely by air were stock reports, stock letters, sales promotion material, prospectuses and proxies.

Internationally, the stock firm has daily shipments from New York to Geneva, Rome and Paris. Two or three times a week air shipments are sent to London, Madrid, Hong Kong and Frankfurt.

Frank J. DeMayo, manager of the mail and stencil department at Merrill Lynch, notes that the great bulk of the freight is handled by Emery Air Freight, an international air freight forwarder.

DeMayo noted that customs clearance of international shipments is of vital concern to his firm.

"Emery," he said, "is setting up a check list for our personnel after surveying each country's requirements in this respect. When—as has happened —we ship six tons of air freight within a two day period, the benefits of such a procedure in expediting the freight and preventing delays for technicalities are readily apparent."

Vast Perishables Program Implemented By FTL

A program to utilize the capacity and speed of the new CL-44 turboprop freighter for large scale movements of perishables has been launched by The Flying Tiger Line. The program will be keyed to the movement of produce from West Coast to eastern markets.

Direction of the perishables drive has been assumed by Joseph L. Strock, a former Boston produce executive. Strock will be headquartered in FTL's San Francisco office which the carrier says "now handles the largest amount of produce traffic off the West Coast."

Colombian Airline Begins Cargo Flights

Aerovias Condor De Colombia, a Colombian airline, is offering two C-46 cargo flights a week between Bogota and Miami via Barranquilla.

Southbound flights leave Miami on Wednesday and Friday at 10 a.m., arrive in Barranquilla at 4 p.m., Bogota, at 7:30 p.m.

Northbound, the cargo flight departs Bogota on Tuesday and Thursday at 9 a.m., arrives Barranquilla, 11:40 a.m. and Miami, 5:45 p.m.

The carrier, which is based in Barranquilla, has a fleet of five C-46's and one DC-4.

PAL Plans Expansion To Major Cities In Asia

Service over routes linking Manila with major cities in Asia will soon be inaugurated by Philippine Air Lines. Initial expansion will be to Tokyo. The carrier is already operating between Manila and Hong Kong with Viscount equipment.

Studies now under way will determine what additional routes and equipment will be required in the expansion move. PAL now has two DC-8 jets on order.

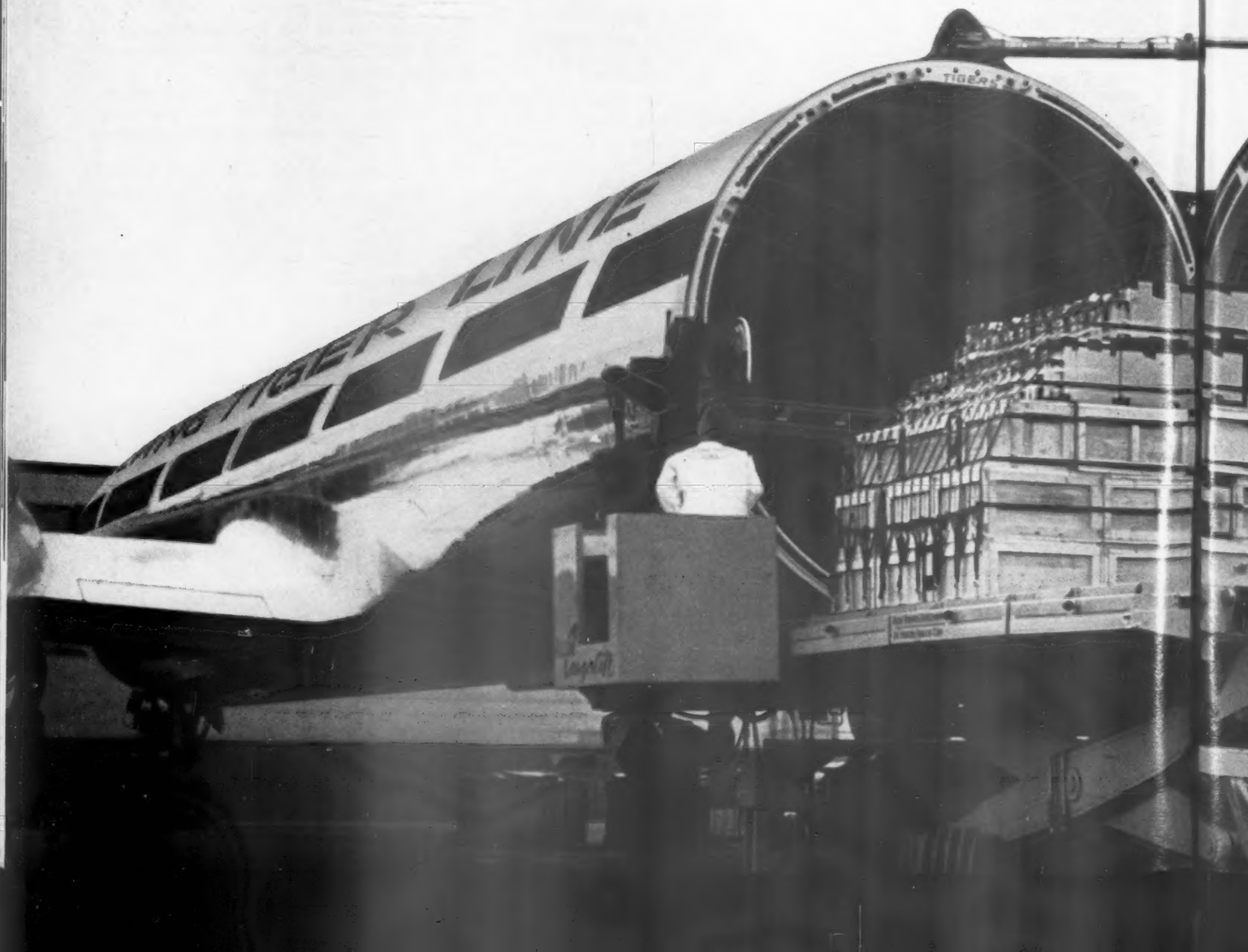
PAL's president, Eduardo Romuladez, said that his carrier would get new turboprop equipment by the end of the year and would acquire two additional aircraft next year for use in domestic service.

Someday, all airfreighters will load like this. But why wait till someday? Tigers have it now!

Tigers' Swingtail-44 Turbo-Prop Jets are here! Soon a whole fleet of these giant cargo planes—with automated loading conveyors—will bring you the fastest handling and lowest rates in airfreight. When fully operational, Tigers' new loading system will cut ground turnaround time to a mere 53 minutes—4 hours less than conventional, side-loading planes! This means later cut-off times, earlier deliveries, more efficient handling of your shipments. And the Swingtail-44 has a 33-ton capacity... takes on 4-ton pallets at a clip... lengths up to 84 feet! Faster straight-in loading, faster turnaround time, and the largest payload capacity mean less operating costs and more savings to you!

BUILT BY CANADAIR, Canada's largest airplane manufacturer. Ten Flying Tiger Swingtail-44s can carry more freight than all airlines carried domestically in 1960!

POWERED BY ROLLS ROYCE. Four 5730 horsepower turbo-prop engines, fed by low-cost kerosene fuel, speed the Swingtail-44 coast to coast at over 400 miles per hour.



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LINE
ONLY TRANSCONTINENTAL
AIRLINE SPECIALIZING IN
AIRFREIGHT... NOW WITH CANADAIR
SWINGTAIL-44 TURBO-PROP JETS
TIGERS
44

AIR CARGO

SEPTEMBER, 1961 Vol. 5 No. 9

Locals Forge A Vital Freight Tie

Feeders are carrying more freight than ever. In the forefront are Allegheny, Frontier and North Central.

By DONALD J. FREDERICK

HUNDREDS of smaller communities throughout the U.S. have first class air freight service thanks to the nation's 13 local service airlines. In 1960, these carriers served 536 cities. Of this total, 336 received their only air service from the local carriers.

In serving these cities last year, the locals chalked up 3,852,913 freight ton miles, a 23.3% gain over 1959. Freight revenues reached $2,107,742, for a 22.0% gain.

Holding down the top three spots in the freight revenue and ton mile parade in 1960 were Allegheny, Frontier and North Central airlines. These three carriers accounted for 46.4% of the freight ton miles and 44.8% of the freight revenue recorded by the 13 locals. And their dominant position shows every sign of being further consolidated in 1961. During the first quarter this year, they flew 49.6% of the ton miles and took in 45.5% of the revenue recorded by the industry.

Allegheny Airlines, serving 38 cities in 12 States stretching from the Great Lakes to the Atlantic seaboard, is shooting for a half million dollars in air freight revenue this year. This is an ambitious goal. Last year Allegheny led the local carriers by accumulating $327,655 in freight revenue.

Several factors should help push Allegheny close to the half million dollar mark this year.

New Joint Rates.—On June 1, Allegheny introduced joint rates covering nearly 150 pairs of points in the U.S. Under these rates, shippers get all the rate advantages of single airline operation. This is particularly important for small shipment traffic moving at minimum rates.

Jack Hiller, Jr., Allegheny's manager cargo sales, predicts the new rates will stimulate sales and at the same time make the air haul for freight reasonably competitive with surface transportation.

Rates Go International

Allegheny's joint rate concept will be carried over into the international field on September 1. This is the date that new joint tariff arrangements are slated to go into effect with a number of major overseas airlines.

The international rates are expected to stimulate 10,000 pounds of traffic monthly over Allegheny's routes.

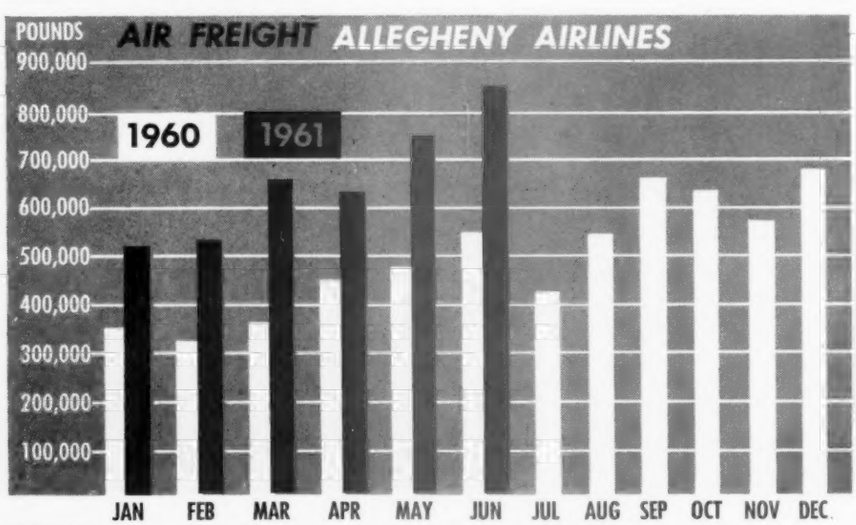
A $100,000 Budget to Improve Air Freight Facilities.—The bulk of this budget is earmarked for new ground handling equipment.

Direct and Indirect Sales.—Hiller works on the philosophy that "air freight is on the move all over the world. If we can do anything to stimulate this movement—we do it."

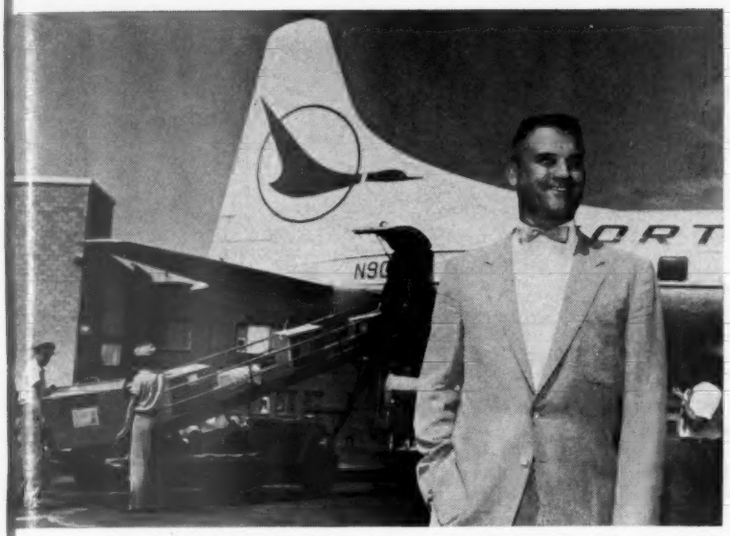
Apart from the direct call approach, Allegheny has developed an exclusive cargo mailing list. Shippers and potential shippers on this last are constantly appraised of the latest cargo developments at Allegheny.

This information program is carried over internally. Hiller feeds a constant stream of cargo information to station personnel. Letters of congratulation and even lobster dinners find their way to stations which exceed sales quotas.

These sales programs have paid off to such an extent that Allegheny sometimes finds itself hard pressed to provide the necessary



TOPPING previous 1960 highs, AL has already carried 3,916,469 lbs. in first half of 61.



NORTH CENTRAL'S freight effort is spearheaded by John Minerich, manager of cargo administration.

A MIX of freight is loaded on a Frontier Convair. Aircraft can handle pieces of up to 200 lbs. without prior arrangement.

capacity to lift the burgeoning freight. As Hiller notes: "Air freight is on people's minds today. They will listen to you. The problem is providing the necessary capacity."

The airline is considering a number of steps to acquire added lift. Among these are cabin loading and later evening departures to sweep cargo loads from heavy volume airports.

Geography and the extensive development of many natural resources in its 10-state area have combined to make Frontier Airlines a leading air freight carrier.

Frontier's system, located in the Rocky Mountain West, is ideally suited to air freight. High, rugged terrain makes surface transportation in the area circuitous and time consuming. Major distribution points are scattered.

Many firms within this area are engaged in tapping natural resources—oil, natural gas, uranium, and gilsonite. Others are performing such vital services as constructing missile bases, laying natural gas lines or working on reclamation dam projects. All have one thing in common. They meet deadlines with air service.

In 1960, Frontier deplaned 500,000 pounds of freight at Farmington, N.M., an oil and uranium area. At Vernal, Utah, and Cortez, Colo., located close to oil producing basins, 300,000 pounds were deplaned.

The missile industry, a Johnny-come-lately on the Frontier system, took immediately to air freight. Construction of missile sites during the first five months of 1961 accounted for 60,000 pounds of air freight shipments.

Hush, Rush Shipments

Volume was so impressive that Frontier developed a new classification for defense freight known as "Expedite Defense Cargo." A specially designed label identifies these shipments which may have priorities such as: "Go—Go Rush—or Go-Hi Rush."

These shipments occasionally run into thousands of pounds. On one defense move to Cheyenne, Wyo., Frontier carried 72 pieces of "expedite defense cargo" weighing 3516 pounds.

With the missile industry firmly established as a customer, 1961 promises to be a banner freight year for Frontier.

During 1960, the airline handled 4,670,000 pounds of air freight, a 3.5% rise over 1959. In the first six months of 1961, Frontier had already flown 2,300,000 pounds of air freight. Historically, the second six months should far exceed the first.

North Central Airlines began air freight service on June 1, 1959. The service was offered at 60 stations on the airline's route system, which is concentrated in the Middle Western section of the U.S. Growth was phenomenal.

By the end of 1959, North Central had boarded 2,112,000 pounds of freight and grossed $116,667 in freight revenue.

A Hot Pace

During 1960, the first full year of freight operations, NOR increased its freight business to 4,876,000 pounds, producing $293,511 in revenue.

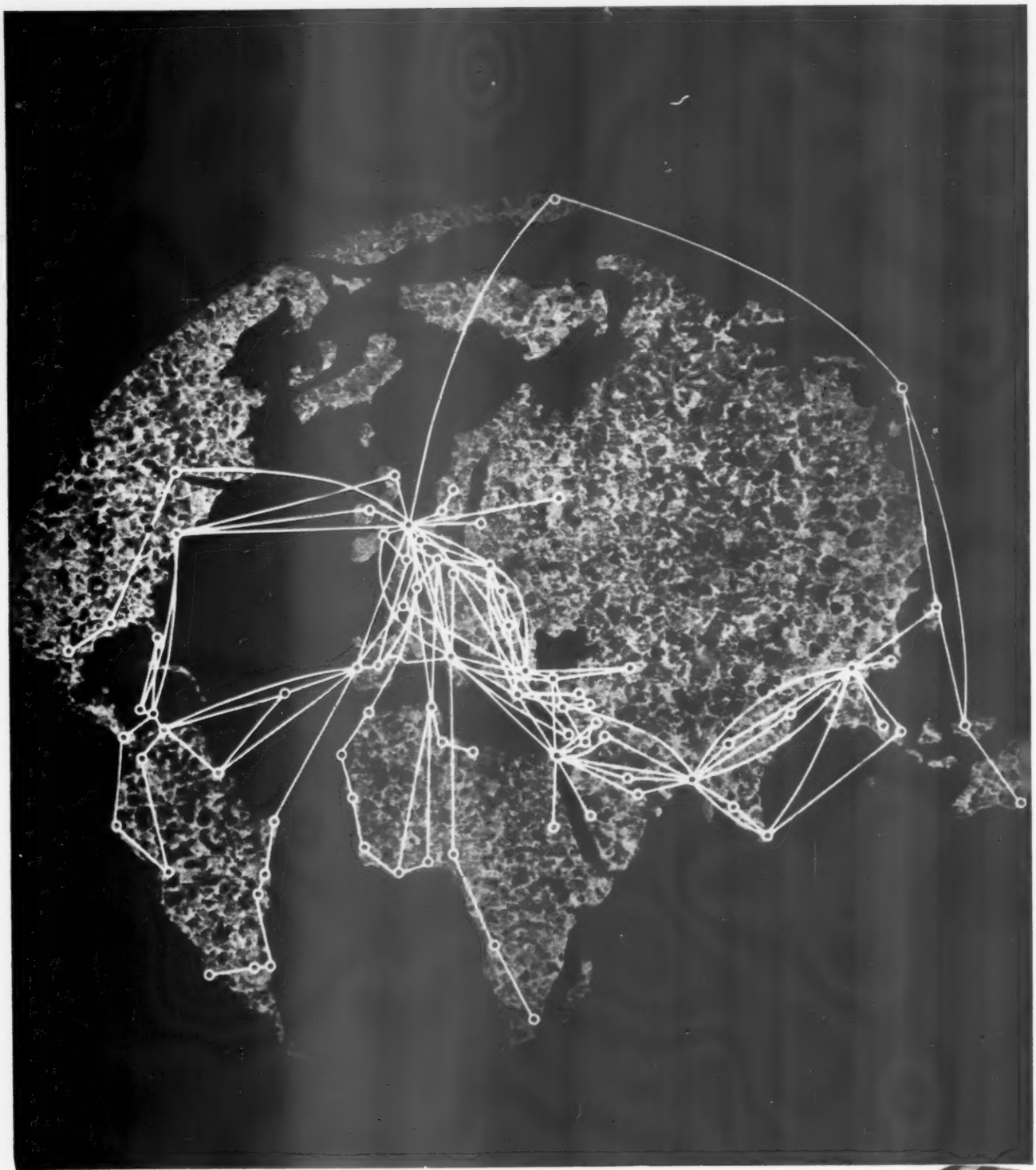
The hot pace has been continued this year and gives every indication of far outstripping 1960. In the first six months, North Central carried 3,199,700 pounds of freight for $200,000.

To date, the carrier has paid less than ½ of 1% of gross revenues in claims. And everything has been carried, from orchids in the winter months to crushed ice in the summer.

However, the overwhelming acceptance of freight service on the NOR system has ushered in attendant problems. Faced with heavy demand at large volume stations, the airline has been having difficulty finding space for freight. As a result, the carrier is keeping any plans for aggressive selling under wraps.

Theory expressed by John S. Minerich, NOR's manager-cargo administration is: "It would be a disservice to the shipper to promote air freight and then not be able to handle his shipments."

But this does not mean that North Central is standing still. The airline has plenty of air freight irons in the fire. Currently being considered are volume rates, joint rates and lower air freight minimums. ■



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THE WORLD OVER
KLM
ROYAL DUTCH AIRLINES

AIR CARGO GUIDE SECTION - SEPTEMBER, 1961

OFFICIAL REFERENCE OF THE AIR TRAFFIC CONFERENCE OF AMERICA

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Location	Code	Carriers	Telephone	Maximum Weight	Aircraft	Pick Up and Delivery Per 100 Lb.	Pick Up and Delivery Minimum	Surface and Customs Facilities
ABERDEEN, N.C.	SOP	AIRX	WI 4-1412					
		PI	OX 2-8941	See Pinehurst, N. C.				
ABERDEEN, S.D.	ABR	AIRX	2782					
		NO	BA 5-5463	200	3	No Service		Rc T MSP
ABERDEEN, WASH.	HOM	AIRX	AB 98					
		WC	GE 8-6661	150	3	.55	1.10	Rc T C
ABERDEEN PROVING GROUND, MD.			.....	See Baltimore, Md.				
ABILENE, TEX.	ABI	AIRX	OR 4-4351					
		CO	OR 3-2587	200	9,3	.55	1.35	R T G DAL
ADA, OKLA.	ADH	AIRX	FE 2-5045					
		CN	FE 2-5787	200	3	No Service		Rc Tc DAL
ADAIR A.F.B., ORE.			.....	See Albany, Ore.				
AKRON, OHIO	CAK	AIRX	HE 4-9131					
		AA	TY 6-2315	250	9	.65	1.75	Rc T AC
		EA	TY 6-2344	200	9,19	"	"	" " "
		FT	TY 6-2353	Served through Cleveland, Ohio				
		LC	89-62515	150	3,9	"	"	" " "
		UA	CA 9-8141	400	6,5,22	"	"	" " "
ALAMAGORDO, N.M.	HMN	AIRX	HE 7-5420					
		CO	HE 7-5710	200	22	.55	1.20	Rc T ELP
ALAMEDA, N.A.S., CALIF.			.....	See Oakland, Calif.				
ALAMOSA, COLO.	ALS	AIRX	JU 9-4431					
		FL	JU 9-6311	200	3	No Service		Rc T DEN
ALBANY, GA.	ABY	AIRX	HE 6-2406					
		EA	HE 2-0525	200	9,19	.45	.95	Rc T DHN
		SO	HE 6-2418	100	3	"	"	" " "
ALBANY, N.Y.	ALB	AIRX	HO 3-4131					
		AA	UN 9-5321	500	9,5	.60	1.40	Rc Tc G AC
		EA	UN 9-5361	200	7,19,52	"	"	" " " "
		FT	AL 4-8223	Served through Newark, N. J.				
		MO	UN 9-5339	200	9,3	.60	1.40	Rc Tc G AC
		TW	UN 9-5379	250	8	"	"	" " " "
ALBANY, ORE.	CVO							
		WC	FL 3-4232	150	3	No Service		Rc T PDX
ALBUQUERQUE, N.M.	ABQ	AIRX	CH 3-7131					
		CO	CH 2-5219	200	3,22	.55	1.25	R T G ELP
		FL	CH 7-1473	200	3,9	"	"	" " "
		TW	CH 2-5271	400	8,7,50,55	"	"	" " "
ALEXANDRIA, LA.	AEX	AIRX	2-7481					
		DL	4471	300	9	.75	1.50	Rc Tc BTR
		TT	HI 5-6341	150	3,9	"	"	" " "
ALLENTOWN, PA.	ABE	AIRX	HE 4-7156					
		EA	CO 4-2865	200	19,52	.60	1.60	R T G PHL
		TW	CO 4-0597	250	8	"	"	" " " "
		UA	CO 4-0512	200	6,22	"	"	" " " "
ALLIANCE, NEB.	AIA	AIRX	406					
		FL	421	200	3	No Service		Rc Tc DEN
ALPENA, MICH.	APN							
		NO	EL 4-3174	200	9	No Service		Rc Tc
ALPINE, TEX.	MRF	AIRX	TE 7-2514					
		TT	.....	...	.....	No Service		.....
ALTOONA, PA.	AOO	AIRX	WI 4-7191					
		AL	CW 5-2044	200	3	.60	1.85	Rc G PIT
ALTUS, A.F.B., OKLA.			.....	See Lawton, Okla.				
AMARILLO, TEX.	AMA	AIRX	DR 6-6388					
		BN	DR 6-9373	500	9,5,52	.80	1.35	Rc Tc G DAL
		CN	DR 3-9830	200	3	"	"	" " "
		CO	DR 3-4326	200	22	"	"	" " " "
		TW	DR 2-5517	250	8,7	"	"	" " " "

Location	Code	Carriers	Telephone	Maximum Weight	Aircraft	Pick Up and Delivery Per 100 Lb.	Pick Up and Delivery Minimum	Surface and Customs Facilities
ANAHEIM, CALIF. (R)	ANA	AIRX	KE 5-6850					
		LX	KE 5-2633	200	20	...	....	Rc LAX
ANCHORAGE, ALAS.	ANC							
		AS	2-0131	1000	3,4	1.00	2.00	R T AC
		CD	.....	...	3			" " "
		NW	BR 2-6681	300	53b,6	"	"	" " "
		PN	27531	...	16,4,8	"	"	" " "
ANDERSON, S.C.	AND	AIRX	CA 4-1071					
		EA	CA 4-0231	200	19,9	.40	.85	Rc T G ATL
ANN ARBOR, MICH.		AIRX	NO 2-449	See Detroit, Mich.				
ANNETTE ISLAND	KTN	PAA	.....	550	6			
ANNISTON ORDANCE DEPOT, ALA.			.....	See Anniston, Ala.				
ANNISTON, ALA.	ANB	AIRX	AD 7-1756					
		SO	AD 8-1291	100	3	.65	1.35	.....
APPLE VALLEY, CALIF.APV								
		BL	AV 7-7209	200	54	No Service		T LAX
APPLETON, WISC.	ATW	AIRX	RE 3-1515					
		NO	RE 9-1133	200	3	.70	1.35	.....
ARCATA, CALIF.	ACV	AIRX	HI 3-0115					
		PC	TE 9-1521	200	3,19,54	.80	1.60	.....
ARDMORE, OKLA.	AFD	AIRX	369					
		CN	141	200	3	No Service		Rc Tc DAL
ARLINGTON HALL STATION, VA.			.....	See Washington, D. C.				
ARNOLD A.F.B., TENN.			.....	See Tullahoma, Tenn.				
ASHEVILLE, N.C.	AVL	AIRX	AL 3-4707					
		DL	AL 2-7601	200	9	.60	1.20	R Tc G IMT
		PI	25-2-5061	100	3	"	"	" " " "
		UA	AL 2-2404	150	22	.60	1.20	" " " "
ASHLAND, KY.	HTW	AIRX	EA 4-4750					
		AL	325-2683	200	19	.50	1.65	.....
		EA	3-9476	200	19	"	"	.....
		PI	EA 4-8907	100	3	"	"	.....
ASHLAND, WISC.	ASX	AIRX	MU 2-6363					
		NO	MU 2-6653	200	3	No Service		.....
ASTORIA, ORE.	AST	AIRX	FA 5-4841					
		WC	WA 1-2551	150	3	No Service		Rc T C
ATHENS, GA.	AHN	AIRX	LI 6-0351					
		SO	LI 8-1364	100	3	.70	1.45	Rc T ATL
ATLANTA GENERAL DEPOT, GA.			.....	See Atlanta, Ga.				
ATLANTA, GA.	ATL	AIRX	PO 1-7751					
		DL	PO 6-5315	6000	9,5,10,8, 19,1a,53a,55	.50	1.60	R T C
		EA	767-7436	6000	7,23,53b, 10,19,9,52	"	"	" " "
		NW	PO 7-9756	200	32	"	"	" " "
		RD	PO 6-2711	6000	1,2	"	"	" " "
		SO	PO 6-5321	200	3	"	"	" " "
		TW	PO 6-9655	250	7	"	"	" " "
		UA	PO 1-8811	250	50c,22,6	"	"	" " "
ATLANTIC CITY, N.J.	ACT	AIRX	4-6111					
		AL	MI 1-2458	200	3,19	.80	2.10	R T PHL
		EA	FL 2500	200	19	"	"	" " "
AUBURN, ME.	LEW	AIRX	784-4423					
		ME	783-2031	See Lewiston, Me.				
AUGUSTA, GA.	AGS	AIRX	PA 2-4628					
		DL	PA 2-8814	300	9	.75	1.50	Rc T G ATL
		EA	PA 2-4684	200	19	"	"	" " " "
AUGUSTA, ME.	AUG	AIRX	MA 2-0181					
		ME	MA 2-1351	200	3	.50	1.00	R Tc PWM

U.S.A. AND CANADIAN CITY DIRECTORY

Location	Code	Carriers	Telephone	Maximum Weight	Aircraft	Pick Up and Delivery Per 100 Lb.	Pick Up and Delivery Minimum	Surface and Customs Facilities
AUSTIN, TEX.	AUS	AIRX	GR 8-7339					
		BW	HO 5-5461	200	5,9	.50	1.25	R Tc G SAT
		CO	HO 5-6515	200	3,22	"	"	" " " "
		TT	HO 5-6538	150	3	"	"	" " " "
BAIE COMEAU, P.Q.	YBC							
		QBA	.....	400	3	...	....	.....
BAINBRIDGE NAVAL TRAINING CENTER, MD.			See Baltimore, Md.					
BAKER, ORE.	BKE	AIRX	JA 3-2313					
		WC	JA 3-5744	150	3	No Service		Rc Tc PDX
BAKERSFIELD, CALIF.	BFL	AIRX	FA 4-9661					
		PC	EX 9-1771	200	3,19,54	.40	.95	R Tc G LAX
		UA	EX 9-2921	300	9	"	"	" " " "
BALTIMORE, MD.	BAL	AIRX	SA 7-0600					
		AA	SA 7-3210	6000	9,15,50	.75	1.60	R T G C
		AL	SO 6-1010	200	3,9,19	"	"	" " " "
		DL	SO 6-2100	200	8,55	"	"	" " " "
		EA	SO 6-2244	200	19,10,52,7	"	"	" " " "
		LC	SO 1-4800	150	3,9	"	"	" " " "
		NA	SO 1-0603	200	9,6,5	"	"	" " " "
		NE	SO 1-3000	200	55	"	"	" " " "
		NW	SO 1-4100	300	55,50c	"	"	" " " "
		PAA	MU 5-1630	1100	50,53	"	"	" " " "
		TW	SO 1-1500	400	7,8,50,55	"	"	" " " "
		UA	SO 1-0705	400	50c, 53, 5,6,22	"	"	" " " "
		RD	WI 5-6020	6000	.....	"	"	" " " "
BANGOR, ME.	BGR	AIRX	7391					
		NE	7314	200	3,6,22	.55	1.10	R T C
BAR HARBOR, ME.	BHB	AIRX	AT 8-5575					
		ME	MO 7-2573	200	Seasonal	No Service		R C
BARRE, VT.	MPV	AIRX	CA 3-7101					
		NE	CA 3-2395	See Montpelier, Vt.				
BARTLESVILLE, OKLA.	BVO	AIRX	FR 6-4192					
		CN	636	200	3	.55	1.10	Rc Tc MKC
BATON ROUGE, LA.	BTR	AIRX	DI 2-8838					
		DL	EL 5-4491	300	9	.55	1.25	Rc Tc G C
		EA	EL 5-2581	200	9,10	"	"	" " " "
		SO	EL 7-1488	100	3	"	"	" " " "
BATTLE CREEK, MICH.	BTL	AIRX	WO 3-9027					
		NO	WO 3-2611	200	3,9	.55	1.20	R
BAY CITY, MICH.	MBS	AIRX	TW 3-6391					
		NO	695-4091	...	.....	.55	1.20	.....
		UA	CX 5-6371	See Saginaw, Mich.				
BEAUFORT, N.C.	MRH							
		PI	PA 8-4734	Seasonal See Moorehead City N.C.				
BEATRICE, NEB.	BIE	AIRX	CA 3-4207					
		FL	CA 3-5312	200	3	No Service		CMA
BEAUMONT, TEX.	BPT	AIRX	2-0275					
		DL	TE 5-7341	300	9	.55	1.50	Rc T G C
		EA	TE 5-4573	200	9,10	"	"	" " " "
		TT	TE 5-1425	150	3	"	"	" " " "
BEAVER DEPOT ACTIVITY, ORE.			See Portland, Ore.					
BECKLEY, W.VA.	BKW	AIRX	CL 3-8012					
		PI	CL 2-2314	100	3	No Service		Rc Tc CVG
BREVILLE, TEX.	MIR	AIRX	FL 8-4137					
		TT	FL 8-4727	150	3	No Service		Rc
BELLE MEAD GENERAL DEPOT, N.J.			See Newark, N. J.					
BELLEFONTE, PA.	PSB	AIRX	EL 5-2030					
		AL	EL 5-4797	200	See Philipsburg, Pa.			
BELLINGHAM, WASH.	BLI	AIRX	RE 3-5430					
		WC	RE 4-4800	150	3	No Service		Rc Tc AC
BELOIT, WISC.	JVL	AIRX	1400					
		NO	EM 5-3473	200	3	.80	1.60	Rc Tc
BEMIDJI, MINN.	BJI	AIRX	EM 5-8949					
		NO	PL 1-5009	200	3	No Service		Rc Tc
BEND, ORE.	RDM	AIRX	EV 2-3071					
		WA	CO 9902	150	3	No Service		Rc Tc PDX
BENICIA ARSENAL, CALIF.			See San Francisco, Calif.					
BENTON A.F.S., PA.			See Scranton, Pa.					
BENTON HARBOR, MICH.		AIRX	WA 5-1173					
		NO	WA 7-3118	200	3	.75	1.50	Rc Tc
BERLIN, N.H.	BML	AIRX	211					
		NE	MI 2011	200	Seasonal			R LWM
BETHLEHEM, PA.	ABE	AIRX	UN 7-5017	See Alletown, Pa.				
BETHEL, ALAS.		NC	.....	...	.....	.35	.50	.....
BIG SPRING, TEX.	BGS	AIRX	AM 4-8621					
		CO	AM 4-8971	200	3	.45	1.10	Rc Tc G SAT
BIGGS AFB., TEX.			See El Paso, Tex.					
BILLINGS, MONT.	BIL	AIRX	4-4116					
		FL	AL 2-3466	200	3	.50	1.25	R T G GTF
		NW	AL 2-7161	200	6,52	"	"	" " " "
		WA	AL 2-5161	200	6	"	"	" " " "
BILOXI, MISS.		AIRX	ID 6-6447					
		SO	UN 4-2323	See Gulfport, Miss.				
BINGHAMTON, N.Y.	BGM	AIRX	RA 2-7266					
		EA	9-1544	200	19	.50	1.00	Rc Tc G SYR
		FL	HI 9-1591	10000	23	"	"	" " " "
		MO	RA 9-3510	200	9,3	"	"	" " " "
		TW	9-1576	250	8	"	"	" " " "
BIRMINGHAM, ALA.	BHM	AIRX	FA 4-7521					
		DL	LY 2-9605	400	9,5,7	.75	1.50	R T C
		EA	WO 1-4631	200	19,9,10,52	"	"	" " "
		SO	WO 1-3737	100	3	"	"	" " "
		UA	WO 1-6192	250	22	"	"	" " "
BISMARK, N.D.	BIS	AIRX	CA 3-2272					
		FL	CA 3-3272	200	3	No Service		R T MSP
		NO	CA 3-5640	200	3	"	"	" " "
		NW	CA 3-7400	200	6,52	"	"	" " "
BLACK HILLS ORDANCE DEPOT, S.D.			..... See Rapid City, S. D.					
BLOOMINGTON, ILL.	BMI	AIRX	4-3039					
		OZ	5-2840	200	3,34	.55	1.35	.....
BLOOMINGTON, IND.	BMG	AIRX	3-738					
		LC	VA 5-2611	150	3	.55	1.35	Rc T
BLUE GRASS ORDANCE DEPOT, KY.			..... See Lexington, Ky.					
BLUEFIELD, W. VA.	BLF	AIRX	DA 7-9217					
		PI	DA 7-6141	100	3	.55	1.10	Rc G INT
BLYTHE, CALIF.	BLH	AIRX	1811					
		BL	1-1131	200	54	No Service		Rc Tc SAN
BOISE, IDA.	BOI	AIRX	4-3556					
		UA	BO 3-2521	400	5,6,10	.40	1.00	Rc T G GEG
		WC	BO 3-1049	150	3	"	"	" " " "
BORGER, TEX.	BGD	AIRX	HR 3-6311					
		CN	HR 3-2818	200	3	No Service		Rc T DAL
BOSTON, TEX.	BOS	AIRX	LO 7-1977					
		AA	LI 2-5470	6000	9,5,15,10 52,50,50c	.75	1.50	R T G AC
		AET	HU 2-2025	550	7	...	....	.....
		AL	LO 7-6107	200	9,19	.75	1.50	R T G AC
		AF	CO 7-5350	200	7	"	"	" " " "
		AZ	LI 7-1200	440	15,53c	...	....	" " " "
		BOAC	HA 6-4105	220	11,8	...	....	" " " "
		EA	LO 7-4466	200	7,10,52, 19,53b	.75	1.50	" " " "
		FT	LO 7-6161	10000	23	"	"	" " " "
		MO	LO 7-6600	200	9,3	"	"	" " " "
		NA	LO 7-7600	200	5,52	"	"	" " " "
		NE	LO 7-8300	200	3,6,22,55	"	"	" " " "
		PAA	HU 2-1747	5500	10,53,50,15	"	"	" " " "
		RD	LO 7-1922	6000	1	"	"	" " " "
		TC	LI 2-6070	300	22	"	"	" " " "
		TW	CO 7-7225	400	8,55,50	"	"	" " " "
		UA	LO 7-4500	6000	10,15,6, 53,50c,5	"	"	" " " "
BOULDER CITY, NEV.	BLD		.....	See Las Vegas, Nev.				
BOWLING GREEN, KY.	BWG	AIRX	VI 3-6711					
		EA	VI 2-1601	200	19,9	.40	.60	R T G BNA
BOZEMAN, MONT.	BZN	AIRX	JU 6-9666					
		NW	JU 6-6026	200	6	No Service		Rc Tc GTF
BRADENTON, FLA.	SRQ	AIRX	BR 3-6601					
		EA	6-6119	See Sarasota, Fla.				
BRADFORD, PA.	BFD	AIRX	4114					
		AL	FO 2-3558	200	3,19	.65	1.90	Rc
BRADY, TEX.	BBD	AIRX	7464					
		TT	2110	200	3	No Service		Rc
BRAINERD, MINN.	BRD	AIRX	829-4422					
		NO	829-4701	200	3	No Service		Rc Tc
BRANDON, MAN.	YBR	TC	5328	200	3	.50	1.00	Rc Tc C
BRIDGEPORT, CONN.	BDR	AIRX	ED 4-5131					
		AL	DR 8-4407	200	9,19	.60	1.35	R G C
BRISTOL, VA.	TRI	AIRX	NO 9-5721					
		PI	SO 4-2123	100	3	.50	1.10	Rc Tc G INT
		SO	SO 4-3149	200	3	"	"	" " " "
		UA	SO 4-6101	150	22	"	"	" " " "
BREMERTON NAVAL AMMUNITION DEPOT, WASH.			See Seattle, Wash.					
BROOKE ARMY HOSPITAL, TEX.			See San Antonio, Wash.					
BROOKINGS, S.D.	BKX	AIRX	MI 2-2119					
		MO	MI 2-2721	200	3	No Service		R Tc CMA
BROOKLEY A.F.B., ALA.			See Mobile, Ala.					
BROOKS A.F.B., TEX.			See San Antonio, Tex.					
BROWNSVILLE, TEX.	BRO	AIRX	LI 2-3553					
		BW	LI 2-7431	200	9	.35	.85	R T AC
		EA	LI 6-1694	200	9	"	"	" " "
		PAA	2-5360	550	4	"	"	" " "
BROWNWOOD, TEX.	BWD	AIRX	MI 3-4358					
		TT	MI 5-6882	150	3	.55	1.10	Rc DAL
BRUNSWICK, N.A.S., ME.			See Portland, Me.					
BRUNSWICK, GA.	SSI	AIRX	AM 5-2752					
		DL	ME 8-2531	200	9	.65	1.25	Rc Tc G C
		EA	ME 8-3861	200	19	"	"	" " " "
BRYAN, TEX.	CLL	AIRX	TA 2-2309					
		CO	VI 6-4789	200	3	.55	1.10	Rc Tc G SAT
BUFFALO, N.Y.	BUF	AIRX	FL 9333					
		AA	NF 2-6007	6000	9,5,15,10, 52	.50	1.65	R Tc G AC
		AL	NF 3-4800	200	3	"	"	" " " "
		FT	TR 6-5055	10000	Served through Cleveland, Ohio			
		LC	NF 3-8282	150	3,9	.50	1.65	R Tc G AC
		MO	NF 2-3000	200	9,3	"	"	" " " "
		UA	NF 2-2240	250	22,3,5,6	"	"	" " " "
BURBANK, CALIF.	BUR	AIRX	TH 6-7197	See Los Angeles, Calif.				
		BL	TR 7-6171	200	54	.90	1.65	
BURLEY, IDA.	BYI	AIRX	OR 8-7182					
		WC	OR 8-7402	150	3	No Service		T GTF

Location	Code	Carriers	Telephone	Maximum Weight	Aircraft	Pick Up and Delivery Per 100 Lb.	Pick Up and Delivery Minimum	Surface and Customs Facilities
BURLINGTON ORDANCE PLANT, N.J.		.....	See Philadelphia, Pa.					
BURLINGTON, IA.	BRL	AIRX	FL 4-6549					
		CZ	FL 2-4262	200	3,54	.55	1.60	R Tc FIA
BURLINGTON, VT.	BTV	AIRX	UN 4-9875					
		EA	UN 2-9611	200	19	.80	1.85	R Tc AC
		NE	UN 4-5745	200	3	"	"	" " "
BURNS, ORE.	BNO	AIRX	3751					
		WC	5101	150	3	No Service		Rc Tc PDX
BUTTE, MONT.	BTM	AIRX	BU 3231					
		NW	2-0409	200	6	.55	1.35	R T G GTF
		WA	6555	200	6	"	"	" " " "
CADILLAC, MICH.	RCT							
		NO	KN 7388	See Reed City, Mich.				
CALGARY, ALTA.	YYC	AIRX						
		TC	AM 9-1381	500	53c	.50	1.00	Rc Tc C
		CP	AM 2-4970	200	9	"	"	" " "
		WA	GR 7-0176	200	6	"	"	" " "
		WC	GR 7-0755	150	54	"	"	" " "
CAMDEN, ARK.	CDN	AIRX	TE 6-3561					
		TT	TE 6-5784	150	3	No Service		Rc
CAMDEN, N.J.	PAL	AIRX	WO 3-0290					
		AL	SA 9-6650	200	See Philadelphia, Pa.			
CAMERON STATION, VA.		.....	See Washington, D. C.					
CAMP DESERT ROCK, NEV.		.....	See Las Vegas, Nev.					
CAMP GARY, TEX.		.....	See Austin, Tex.					
CAMP HALE, COLO.		.....	See Colorado Springs, Colo.					
CAMP HANFORD, WASH.		.....	See Pasco, Wash.					
CAMP HILL, VA.		.....	See Richmond, Va.					
CAMP IRWIN, CALIF.		.....	See Los Angeles, Calif.					
CAMP McCOY, WISC.		.....	See LaCrosse, Wisc.					
CAMP WELLFLEET, MASS.		.....	See Provincetown, Mass.					
CAMP WOLTERS, TEX.		.....	See Ft. Worth, Tex.					
CANTON, OHIO	CAK	AIRX	GL 5-0281					
		LC	HY 9-5154	See Akron, Ohio				
		UA	CA 9-8141	See Akron, Ohio				
CAMP GIRARDEAU, MO.	CGI	AIRX	ED 5-7541					
		CZ	ED 5-6064	200	3,54	No Service		.....
CAPE MAY, N.J. (E)	WWD	AIRX	WX 2-5390					
		AL	WX 9-250	Seasonal				
CARLISLE BARRACKS, PA.		.....	See Harrisburg, Pa.					
CARLSBAD, N.M.	CNM	AIRX	5-3838					
		CO	TU 5-2992	200	3	No Service		Rc Tc ELP
CASPER, WYO.	CPR	AIRX	237-2034					
		FL	234-7135	200	3,9	.55	1.35	Rc Tc DEN
		WA	235-2721	200	6	"	"	" " "
CASTLEGAR, B.C.	YCG	CP	.....	200	9	.25	.60	Rc Tc
CEDAR CITY, UTHA	CDC	AIRX	JU 6-6812					
		HL	JU 6-9741	200	54	No Service		Rc Tc LAX
CEDAR RAPIDS, IA.	CID	AIRX	EM 3-2647					
		CZ	EM 2-1103	200	3,54	.55	1.10	Rc Tc G CMA
		UA	EM 4-2481	200	6,10,5	"	"	" " " "
CHADRON, NEB.	CRD	AIRX	HE 2-2722					
		FL	HE 2-0055	200	3	No Service		Rc Tc DEN
CHAMPAIGN, ILL.	CMI	AIRX	FL 6-9541					
		CZ	FE 6-7271	200	3,54	.70	1.35	T
CHARLESTON, ILL.	MTO	AIRX	DI 5-6261					
		CZ	AD 4-7100	See Matton, Ill.		.70	1.35	
CHARLESTON, S.C.	CHS	AIRX	SH 7-3637					
		DL	SH 4-2567	300	9	.75	1.50	R Tc G C
		EA	SH 4-3311	200	19,10	"	"	" " " "
		NA	SH 4-4256	400	9,6	"	"	" " " "
CHARLESTON TRANSPORTATION DEPOT., S.C.			See Charleston, S. C.					
CHARLESTON, W.VA.	CRW	AIRX	DI 6-0351					
		AA	DI 6-6204	500	9	.55	1.45	R T G CVG
		EA	DI 6-0308	200	7,19,9	"	"	" " " "
		LC	DI 3-9418	150	3	"	"	" " " "
		PI	DI 6-0691	100	3	"	"	" " " "
		UA	DI 2-8007	250	22,5,6	"	"	" " " "
CHARLOTTE, N.C.	CLT	AIRX	EX 2-1438					
		DL	EX 9-0487	4000	1a,5,10	.50	1.25	R T G INT
		EA	EX 9-3311	500	7,19,9, 10,52	"	"	" " " "
		PI	EX 9-3371	100	3	"	"	" " " "
		SO	EX 9-7474	100	3	"	"	" " " "
		UA	EX 9-0773	150	22	"	"	" " " "
CHARLOTTETOWN, P.E.I.	YYG	MAR	7361	500	1,3,4	...	....	R T A
CHARLOTTESVILLE, VA.	CHO	AIRX	2-2439					
		PI	3-5158	100	3	.75	1.50	Rc Tc DCA
CHATTANOOGA, TENN.	CHA	AIRX	AM 6-3214					
		BN	MA 2-3701	200	9	.65	1.30	Rc Tc G C
		DL	OX 8-7623	400	9	"	"	" " " "
		EA	MA 9-6101	200	19,9,7,52	"	"	" " " "
		SO	OX 8-8519	200	3	"	"	" " " "
		UA	MA 9-3103	250	22	"	"	" " " "
CHEROKEE ORDANCE WORKS, PA.		.....	See Williamsport, Pa.					
CHEBOYGAN, MICH.	PLN	AIRX	MA 7-2302					
		NO	MA 7-4572	See Pellston, Mich.				
CHERRY POINT MARINE AIR STATION, N. C.			See New Bern, N. C.					

Location	Code	Carriers	Telephone	Maximum Weight	Aircraft	Pick Up and Delivery Per 100 Lb.	Pick Up and Delivery Minimum	Surface and Customs Facilities
CHEYENNE, WYO.	CYS	AIRX	638-8914					
		FL	632-0551	200	3,9	.60	1.25	R Tc G DEN
		WA	638-8916	200	6	"	"	" " " "
CHICAGO, ILL.	MDW	AIRX	HA 7-9700					
(MIDWAY AIRPORT)		AA	LU 1-1144	1000	9,5,15, 10,52	1.00	2.00	R T G AC
		AF	ST 1-1250	200	7	"	"	" " " "
		BN	PO 7-5028	2000	1,5,52	"	"	" " " "
		CP	.....	...	5	...	....	" " " "
			GL 5-6310	200	10,22	1.00	2.00	" " " A
			PO 7-1900	6000	9,5,10, 1a, 55	"	"	" " " AC
		EA	LU 1-0780	6000	10,19,9, 23	"	"	" " " "
		FT	PO 7-8200	10000	23	"	"	" " " "
		LC	PO 7-7180	150	3,9	"	"	" " " "
		LH	AN 3-6670	...	.....	"	"	" " " "
		NO	LU 5-1020	200	3,9	"	"	" " " "
		NW	PO 7-3830	2000	10,6,52,15a	"	"	" " " "
		OZ	LU 5-1952	200	3,54	"	"	" " " "
		RD	LU 2-4040	10000	1,2	"	"	" " " "
		TC	RA 6-3644	500	22	"	"	" " " "
		TW	DE 2-7666	250	8,7	"	"	" " " "
		UA	PO 7-5100	6000	5,15,10, 6,22	"	"	" " " "
(O'HARE FIELD)	ORD	AIRX	GL 5-4340					
		AA	GL 5-4636	6000	5,9,15,50, 50c,52	"	"	Rc T G C
		BA	DE 2-7744	1100	10	"	"	" " " "
		BN	GL 5-4310	500	50,50c	"	"	" " " "
		CO	NA 5-5445	500	50	"	"	" " " "
		DL	NA 5-6602	300	9,52	"	"	" " " "
		EA	RE 5-2211	200	10,52,53a,9	"	"	" " " "
		NO	LU 5-1020	200	3	"	"	" " " "
		NW	GL 5-8650	300	6,10,52, 53b,50c	"	"	" " " "
		PAA	DE 2-4924	5500	50,53,15	"	"	" " " "
		TW	DE 2-7666	400	8,50,55, 50c	"	"	" " " "
		UA	PO 7-5100	400	5,10,6,53, 50c,22,56	"	"	" " " "
CHICO, CALIF.	CIC	AIRX	FI 2-0820					
		PC	FI 2-3007	200	3,54	No Service		Rc Tc SFO
CHISHOLM, MINN.	HIB	AIRX	CL 4-2231					
		NO	AM 3-7847	See Hibbing, Minn.				
CHULA VISTA N.A.S., CALIF.		.....	See San Diego, Calif.					
CINCINNATI, OHIO	CVG	AIRX	DI 1-8700					
		AA	DI 1-5600	6000	9,5,10,15, 52,50c	.65	1.60	Rc Tc G C
		DL	DI 1-5884	400	9,1a,5, 10,19,55	"	"	" " " "
		EA	DI 1-4300	200	10	"	"	" " " "
		LC	DI 1-6808	150	3,9	"	"	" " " "
		PI	GA 1-1315	100	3	"	"	" " " "
		TW	DI 1-8974	250	8	"	"	" " " "
CLARKSBURG, W.VA.	CKB	AIRX	VI 2-3275					
		LC	VI 3-3531	150	3	.75	1.50	Rc Tc PIT
CLARKSTON, WASH.	LWS	AIRX	SH 3-3061					
		WC	SH 3-1545	See Lewiston, Ida.				
CLARKSVILLE, TENN.	CKV	AIRX	MI 7-3921					
		CZ	ID 9-5188	200	3,54	.75	1.50	.....
		SO	431-4976	100	3	"	"	BNA
CLEARFIELD, PA.	PSB	AIRX	PA 5-9351					
		AL	DI 2-1670	See Philipsburg, Pa.				
CLEAR, ALAS.		AS	.....	...	.....	.50	1.00	.....
CLEARWATER, FLA.	PIE	AIRX	CL 3-1389	See St. Petersburg, Fla.				
CLEVELAND, OHIO	CLE	AIRX	CR 1-1947					
		AA	CR 1-5421	6000	9,5,10, 50c, 15	.85	1.95	R T G AC
		AL	CL 2-0216	200	3,19	"	"	" " " "
		EA	CL 1-8870	200	9,7,19,10	"	"	" " " "
		FT	WI 1-5777	10000	23	"	"	" " " "
		LC	CL 2-5050	150	3	"	"	" " " "
		NO	TO 2-0216	200	9	"	"	" " " "
		NW	WI 1-2442	200	6,52	"	"	" " " "
		RD	CL 2-4270	6000	1	"	"	" " " "
		TC	SU 1-5595	400	22	"	"	" " " "
		TW	WI 1-9700	250	8	"	"	" " " "
		UA	CL 1-5200	6000	5,15,6,10, 50c,22	"	"	" " " "
CLINTON, IOWA	CWI	AIRX	CH 2-6532					
		OZ	CH 3-2122	200	3,54	No Service		Rc
CLINTONVILLE, WISC.	CLI	AIRX	3-3623					
		NO	VA 3-3133	200	3	No Service		Rc Tc
CLOVIS, N.M.	CVS	AIRX	PO 3-7011					
		CO	PO 3-6212	200	22	.45	.95	Rc Tc ELP
CODY, WYO.	COD	AIRX	587-2431					
		FL	587-4644	200	3	No Service		GTF
COEUR D'ALENE, IDA.	COE	AIRX	MO 4-2427					
		WC	MO 4-5313	150	3	No Service		Rc Tc GEG
COLLEGE STATION, TEX.		AIRX	TA 2-2309					
	CLL	CO	VI 6-4789	See Bryan, Texas				
COLORADO SPRINGS, COLO.		AIRX	ME 5-2508					
	COS	BN	ME 4-6321	200	9,5	.75	1.50	R Tc G DEN
		CN	ME 5-1586	200	3	"	"	" " " "
		CO	ME 3-4688	200	3,22,10	"	"	" " " "

Location	Code	Carriers	Telephone	Maximum Weight	Aircraft	Pick Up and Delivery Per 100 Lb.	Pick Up and Delivery Minimum	Surface and Customs Facilities
COLUMBIA, MO.	CBI	AIRX	GI 3-5457					
		OZ	GI 3-4173	200	3,5,4	.60	1.20	A
COLUMBIA, S.C.	CAE	AIRX	AL 2-8682					
		DL	4-3186	400	9	.60	1.20	Rc Tc G ATL
		EA	6-1603	200	19	"	"	" " " "
COLUMBUS, GA.	CSG	AIRX	FA 2-5538					
		DL	FA 7-7458	400	9,3	.50	1.25	Rc T G ATL
		EA	FA 7-2625	200	19,9	"	"	" " " "
		SO	FA 4-2493	200	3	"	"	" " " "
COLUMBUS, MISS.	UBS	AIRX	FA 8-3241					
		SO	FA 8-4900	100	3	No Service		.....
COLUMBUS, IND.	CBW	AIRX	.....					
		LC	DR 2-8289	150	3	No Service		.....
COLUMBUS, OHIO	CMH	AIRX	CA 4-9211					
		AA	BE 1-8277	600	9,5	.70	1.75	R Tc G C
		DL	BE 7-2571	300	5	"	"	" " " "
		EA	BE 1-4529	200	7,8,10,19	"	"	" " " "
		LC	BE 5-1195	150	3,9	"	"	" " " "
		PI	BE 7-2585	100	3	"	"	" " " "
		TW	CA 1-7866	400	8,7,55	"	"	" " " "
		UA	BE 7-3711	200	6,10	"	"	" " " "
CONCORD, N.H.	CON	AIRX	CA 5-5509					
		NE	CA 5-9531	200	3	No Service		R T PWM
COOS BAY, ORE.	OTH	AIRX	CO 7-6218					
		WC	SK 9-1011	See North Bend, Ore.				
CORBIN, KY.	LOZ	AIRX	109					
		PI	VO 4-2250	See London, Ky.				
CORDOVA, ALAS.	CDV	PN	15		... 4,8	1.50	1.50	.....
CORINTH, MISS.	CRH							
		SO	286-8417	100	3	No Service		MEM
CORNING, N.Y.	ELM	AIRX	2-0766	See Elmira, N. Y.				
CORONA, CALIF. (K)	CNF							
		LX	OV 4-4943	200	20	...	....	.....
CORPUS CHRISTI, TEX.	CRP	AIRX	TU 2-7421					
		BN	TU 3-8431	500	9	.55	1.25	R T G C
		EA	TU 4-0331	200	9	"	"	" " " "
		TT	TU 2-7458	150	3	"	"	" " " "
CORTEZ, COLO.	CEZ							
		FL	LO 5-3423	200	3	No Service		Rc DEN
CORVALIS, ORE.	CVO	AIRX	PL 3-8611					
		WC	PL 3-4232	See Albany, Ore.				
CRANBROOK, B.C.	YXC	CP	JU 6-4844	200	9	.25	.60	Rc Tc C
CRESCENT CITY, CALIF.	CEC	AIRX	3581					
		PC	IN 4-3221	200	3,19,54	No Service		Rc Tc OTH
CRYSTAL SPRINGS A.F.S., MISS.			.....	See Jackson, Miss.				
CURLEW A.F.S., WASH.			.....	See Spokane, Wash.				
CUT BANK, MONT.	CTB	AIRX	2171					
		WC	WE 8-4163	150	3	.65	1.35	Rc Tc A
DALLAS, TEX.	DAL	AIRX	RI 2-5431					
		AA	FL 7-7391	10000	9,5,15,10,52,50	.55	1.40	R T G C
				6000	via DL interchange			
		BN	FL 1-5522	6000	1,5,6,9,10,15,50,50c	"	"	" " " "
		CO	FL 2-5601	200	9,3	"	"	" " " "
		CN	FL 2-2609	200	3	"	"	" " " "
		DL	FL 2-2631	6000	1a,5,10,8,53,22,55	"	"	" " " "
		EA		200	52	"	"	" " " "
		TT	FL 1-5334	150	3	"	"	" " " "
DANVILLE, ILL.	DNV	AIRX	110					
		LC	HI 6-4727	150	3	.65	1.35	Rc
DANVILLE, VA.	DAN	AIRX	SW 2-1811					
		EA	7640	200	19	.55	1.10	Rc Tc G RIC
		PI	SW 2-8571	100	3	"	"	" " " "
DAVENPORT, IA.	MLI	AIRX	3-5133	See Moline, Ill.				
DAWSON CITY, Y.T.	YDA	CP	.....	200	3	.25	.60	Tc C
DAWSON CREEK, B.C.	YDC	CP	55		... 6,9	.25	.60	Rc Tc
DAYTON, OHIO	DAY	AIRX	TW 8-6581					
		AA	TW 8-5511	500	9,5	.60	1.60	Rc T G C
		DL	TW 8-4841	300	10,9	"	"	" " " "
		LC	TW 8-3631	150	3,9	"	"	" " " "
		TW	HE 4053	400	8,7,55	"	"	" " " "
		UA	TW 8-3692	200	10,6	"	"	" " " "
DAYTONA BEACH, FLA.	DAB	AIRX	CL 2-4248					
		EA	CL 3-6541	200	19,9,7	70	1.50	R T G JAX
		NA	CL 2-0566	200	9,6	"	"	" " " "
DECATUR, ALA.	DCU	AIRX	EL 3-6913					
		SO	EL 3-2690	100	3	.85	1.65	.....
DECATUR, ILL.	DEC	AIRX	4-251					
		OZ	3-7741	200	3,5,4	.50	1.40	.....
DELTA, COLO.		FL	.....	...	.....	No Service		.....
DENISON, TEX.	SWI	CN	.....	See Sherman, Tex.				
DENVER, COLO.	DEN	AIRX	TA 5-6219					
		BN	EA 2-7761	500	5,9,52,50,50c	.65	1.50	R T G C
		CN	DE 3-4228	200	3	"	"	" " " "
		CO	EA 2-7771	200	3,5,10,22,50	"	"	" " " "
		FL	FL 5-3415	200	3,9	"	"	" " " "
		TW	DU 8-1606	400	8,7,55	"	"	" " " "
		UA	DE 3-7792	6000	15,6,10,53,50c,5	"	"	" " " "
		WA	EA 2-1833	200	6,50,52	"	"	" " " "
DES MOINES, IA.	DSM	AIRX	AT 2-1864					
		BN	CH 3-0711	500	9,5	.55	1.25	R T G CMA
		OZ	AT 8-3654	200	3,5,4	"	"	" " " "
		UA	AT 8-6711	200	6,5,10	"	"	" " " "
DETROIT ARSENAL, MICH.			.....	See Detroit, Mich.				
DETROIT, MICH. (WILLOW RUN)	YIP	AIRX	HU 2-0888					
		EA	LO 3-8400	200	9,7,10,19	.75	1.85	R T AC
		LC	HU 2-8481	150	3,9	"	"	" " "
		MO	HU 3-3410	200	9,3	"	"	" " "
		NO	HU 2-0620	200	3,9	"	"	" " "
		TW	WO 2-7272	400	8,7,50	"	"	" " "
		UA	HU 3-3440	6000	6,10,15,5,53,22	"	"	" " "
(METROPOLITAN)	DTW	AIRX	CR 8-5064					
		AA	HU 2-6890	6000	9,5,15,10,52,50,50c	.75	1.85	R T G C
		AL	WH 1-2900	200	3,19	"	"	" " " "
		BOAC	WO 1-8400	2100	50	"	"	" " " "
		DL	CR 4-1500	400	53,5,9	"	"	" " " "
		FT	LO 2-9520	10000	23	"	"	Rc " " AC
		NW	LO 2-3414	2000	6,10,52,15a,50c	"	"	R " " "
		PAA	WO 3-0800	5500	50,53,15	"	"	" " " "
		RD	CR 8-1300	6000	1	"	"	Rc " " "
DEVILS LAKE, N.D.	DVL	AIRX	2-3313					
		NO	MO 2-2721	200	3	No Service		Rc Tc
DICKINSON, N.D.	DIK	AIRX	224-3989					
		FL	224-5372	200	3	No Service		R Tc GKF
DICKINSON A.F.S., N.D.			.....	See Dickinson, N. D.				
DISNEYLAND, CALIF. (K)		LX	KE 5-2633	200	20	...	....	.....
DODGE CITY, KAN.	DDC	AIRX	HU 3-4221					
DONALDSON A.F.B., S.C.			.....	See Greenville, S. C.				
DOTHAN, ALA.	DHN	AIRX	DO 2-8160					
		EA	5-1200	200	19	.55	1.10	R T G PFN
		SO	SY 2-2075	100	3	"	"	" " " "
DOUGLAS, ARIZ.	DUG	AIRX	EM 4-3251					
		AA	EM 4-3437	250	5	.35	.75	Rc Tc G C
DOVER, OHIO	PHD	AIRX	4-2985	See New Philadelphia, Ohio				
DOW A.F.B., ME.			.....	See Bangor, Me.				
DUBOIS, PA.	PSB	AIRX	371-3020					
		A:	DA 8-2600	200	3,19	.90	1.65	Rc PHL
DUBUQUE, IA.	DBQ	AIRX	2-3694					
		OZ	3-9441	200	3,5,4	.70	1.60	Rc T
DUGWAY PROVING GROUND, UTAH			.....	See Salt Lake City, Utah.				
DULUTH, MINN.	DLH	AIRX	RA 2-4423					
		NO	RA 7-8747	200	3,9	.75	1.60	Rc Tc
DUNCAN, OKLA.	DUC	AIRX	707					
		CN	AL 5-5800	200	3	No Service		R Tc DAL
DURANGO, COLO.	DRO	AIRX	CH 7-3874					
		FL	CH 7-2395	200	3,9	.70	1.45	Rc Tc DEN
DURHAM, N.C.	RDU	AIRX	6-171					
		EA	3-9241	200	7,9,52	.70	1.45	Rc T G C
		PI	596-2181	100	3	"	"	" " " "
DYERSBURG, TENN.	DYR							
		SO	AT 5-6301	100	3	No Service		MEM
EARLTON, ONT.	YXR	TC	48	200	22	No Service		Rc Tc
EASTON, PA.	ABE	AIRX	HL 8-7128	See Allentown, Pa.				
EAU CLAIRE, WISC.	EAU	AIRX	TE 2-1658					
		NO	TE 4-1244	200	3,9	No Service		.....
EDGEWOOD ARSENAL, MD.			.....	See Baltimore, Md.				
EDINBURG, TEX.	MAK	AIRX	DU 3-2512					
		TT	MU 6-3707	150	3	No Service		Rc
EDMONTON, ALTA.	YXD	TC	28131	500	7,53	.50	1.00	Rc Tc C
		NW	299-7272	200	6,10	"	"	" " "
		WA	299-7266	200	6	"	"	" " "
		CP	55-4171	1000	1,3,9	"	"	" " "
EDWARDS A.F.B., CALIF.			.....	See Lancaster, Calif.				
EGLIN A.F.B., FLA.		AIRX	EG 2-3268					
		SO	2-4282	200	3	.80	1.60	.....
EL CENTRO, CALIF.	IPL	AIRX	EL 2-1052					
		BL	EL 2-4218	200	54	.65	1.30	Rc Tc SAN
EL DORADO, ARK.	ELD	AIRX	UN 3-5767					
		TT	UN 3-7273	150	3	.50	1.00	Rc MEM
ELIZABETH CITY, N.C.		AIRX	2-594					
	ECG	PI	6-238	100	3	.45	1.10	Rc Tc C
ELKINS, W.VA.	EKN	AIRX	734-R					
		LC	820	150	3	No Service		Rc PIT
ELKO, NEV.	EKO	AIRX	8-5613					
		UA	RE 8-5121	200	9	No Service		Rc T SFO
ELLINGTON A.F.B., TEX.			.....	See Houston, Tex.				
ELMIRA, N.Y.	ELM	AIRX	RE 4-8138					
		MO	RE 9-3656	200	3	.40	1.10	Rc Tc G SYR
		UA	RE 9-3686	150	3	"	"	" " " "
EL PASO, TEX.	ELP	AIRX	PR 2-4491					
		AA	PR 8-3301	600	5,10,52,50	.50	1.25	R Tc G AC
		CO	PR 8-1951	400	3,5,6,22,10.50	"	"	" " " "
		TT	3-1233	150	3	"	"	" " " "
ELY, NEV.	ELY	AIRX	AM 4-4478					
		UA	AM 4-4478	200	9	.70	1.25	Rc T SFO
ENID, OKLA.	WDG	AIRX	AD 7-5799					
		CN	AD 4-5474	200	3	No Service		Rc Tc MKC
ephrata, WASH.	EPH	AIRX	SK 4-4311					
		WC	SK 4-2522	150	3	No Service		Tc GEG
ERIE ORDANCE DEPOT, OHIO			.....	See Toledo, Ohio				

U.S.A. AND CANADIAN CITY DIRECTORY

Location	Code	Carriers	Telephone	Maximum Weight	Aircraft	Pick Up and Delivery Per 100 Lb.	Pick Up and Delivery Minimum	Surface and Customs Facilities
ERIE, PA.	ERI	AIRX	GL 2-3623					
		AL	TE 3-9864	200	3,19	.60	1.35	Rc T G C
		LC	TE 8-2034	150	3,9	"	"	" " " "
		MO	TE 3-7754	200	9	"	"	" " " "
ESCANABA, MICH.	ESC	AIRX	397					
		NO	ST 6-1362	200	3	No Service		Rc Tc
ETHAN ALLEN A.F.B., VT.			.....	See Burlington, Vt.				
EUGENE, ORE.	EUG	AIRX	DI 5-8716					
		UA	DI 4-4221	300	9	.45	.95	R T G OTH
		WC	DI 5-8506	150	3	"	"	" " " "
EUREKA, CALIF.	ACV	AIRX	HI 3-0115					
		PC	TE 9-1521	200	3,19,54	.80	1.60	Rc Tc C
EVANSVILLE, IND.	EVV	AIRX	HA 5-7285					
		DL	HA 4-4771	300	9	.55	1.60	R T G C
		EA	HA 2-7880	200	32,19,10	"	"	" " " "
		LC	HA 3-7746	150	3	"	"	" " " "
FAIRBANKS, ALAS.	FAI	AIRX						
		AS	4220	1000	3,5	1.00	2.00	.....
		NC	.....	...	.....	"	"	.....
		PAA	3262	1100	6,50,53	"	"	.....
FAIRMONT, MINN.	FRM	AIRX	402					
		NO	235-6609	200	3	No Service		MSP
FAIRMONT, W.VA.	CKB	AIRX	196-W-1					
		LC	366-4760	See Clarksburg, W. Va.				
FALLBROOK NAVAL AMMUNITION DEPOT, CALIF.				See San Diego, Calif.				
FALL RIVER, MASS.	EWB	AIRX	OS 7-9341					
		NE	OS 6-1101	See New Bedford, Mass.				
FARGO, N.D.	FAR	AIRX	AD 5-5503					
		NW	AD 5-4277	200	6	No Service		R T MSP
		NO	AD 2-3234	200	3	"	"	" " "
FARMINGTON, N.M.	FMN	AIRX	DA 5-2732					
		FL	DA 5-0681	200	3,9	No Service		Rc Tc DEN
FAYETTEVILLE, ARK.	FYN	AIRX	HI 2-2641					
		CN	HI 2-7306	200	3	.50	1.10	T MEC
FAYETTEVILLE, N.C.	FAY	AIRX	HE 2-7171					
		NA	HE 2-8157	200	9	.55	1.10	Rc T G EDU
		PI	HE 2-4171	100	3	"	"	" " " "
FINDLAY, OHIO		AIRX	GA 2-0561					
		LC	422-7313	150	3	.80	1.60	.....
FITCHBURG, MASS.	FIT	AIRX	DI 2-4032					
		NE	2-6785	200	3	No Service		R Tc OBH
FLAGSTAFF, ARIZ.	FLG							
		HL	PR 4-7373	200	54	No Service		Rc DUG
		FL	PR 4-6601	200	3	"	"	" "
FLINT, MICH.	FNT	AIRX	CE 2-3167					
		NO	CE 8-9667	200	9	.55	1.60	Rc YIP
		UA	CE 5-4037	250	22,6	"	"	" "
FLORENCE, ALA.	MSL	AIRX	AT 2-3201					
		EA	EV 3-3521	See Sheffield, Ala.				
FLORENCE, S. C.	FLO	AIRX	MO 9-6355					
		EA	MO 2-2582	200	19	.55	1.10	Rc T G CHS
FONTANA, CALIF. (E)	FON	AIRX	VA 2-1547					
		LX	.....	200	20	No Service		.....
FORDLAND A.F.S., MO.			.....	See Springfield, Mo.				
FORESTVILLE, P.Q.	YFE	CP	.....	400	1,3,6,9	...	....	.....
FORT BAKER, CALIF.			.....	See San Francisco, Calif.				
FORT BANKS, Mass.			.....	See Boston, Mass.				
FORT BELVOIR, VA.			.....	See Washington, D. C.				
FORT CAMPBELL, TENN.			.....	See Clarksville, Tenn.				
FORT DETRICK, MD.			.....	See Baltimore, Md.				
FORT DEVENS, MASS.			.....	See Worcester, Mass.				
FORT DIX, N.J.			.....	See Philadelphia, Pa.				
FORT DODGE, IA.	FOD	AIRX	5-8611					
		CZ	5-0431	200	3,54	No Service		.....
FORT EUSTIS, VA.			.....	See Newport News, Va.				
FORT GOOD HOPE, NWT		CP	.....	200	1,3,6,9	...	....	.....
FORT GORDON, GA.			.....	See Augusta, Ga.				
FORT HANCOCK, N.J.			.....	See Newark, N. J.				
FORT HOOD, TEX.			.....	See Temple, Tex.				
FORT HUACHUCA, ARIZ.			.....	See Douglas, Ariz.				
FORT LAUDERDALE, FLA.		AIRX	JA 2-4701					
	FLL	NE	JA 4-8631	200	6,55	.90	1.80	Rc T AC
		EA	JA 3-8546	200	10	"	"	" " "
		NA	JA 4-2503	200	6	"	"	" " "
		NW	JA 4-2064	200	52	"	"	" " "
		UA	NE 4-0601	See Miami, Fla.				
FORT LEAVENWORTH, KAN.			.....	See Kansas City, Mo.				
FORT LEE, VA.			.....	See Richmond, Va.				
FORT LEONARD WOOD, MO.		CN	.....	See St. Louis, Mo.				
FORT LINCOLN, N.D.			.....	See Bismark, N. D.				
FORT MacARTHUR, CALIF.			.....	See Los Angeles, Calif.				
FORT MEADE, MD.			.....	See Baltimore, Md.				
FORT MONMOUTH, N.J.			.....	See Newark, N. J.				
FORT MONROE, VA.			.....	See Newport News, Va.				

Location	Code	Carriers	Telephone	Maximum Weight	Aircraft	Pick Up and Delivery Per 100 Lb.	Pick Up and Delivery Minimum	Surface and Customs Facilities
FORT MYER, VA.			.....	See Washington, D. C.				
FORT MYERS, FLA.	FMY	AIRX	ED 2-8571					
		MA	WE 6-2103	400	9,52	.55	1.10	Rc Tc TPA
		MD	ED 2-8061	6000	Demand Service			
FORT POLK, LA.			.....	See Alexandria, La.				
FORT NELSON, B.C.	YYE	CP	.....	200	6,9	...	....	Tc C
FORT PIERCE, FLA.	FPR							
		HD	VB 2345	6000	Demand Service			
FORT RILEY, KAN.	MHK	AIRX	2-6159					
		CN	HE 9-2400	See Manhattan, Kans.				
FORT RICHIE, MD.			.....	See Hagerstown, Md.				
FORT RUCKER, ALA.			.....	See Dothan, Ala.				
FORT SHERIDAN, ILL.			.....	See Chicago (ORD), Ill.				
FORT SILL, OKLA.	LAW	AIRX	8127					
		CN	357-264	See Lawton, Okla.				
FORT SLOCUM, N.Y.			.....	See New York, N. Y.				
FORT SMITH, ARK.	FSM	AIRX	SU 3-4139					
		BN	SU 3-5171	200	9	.40	.85	R T MEM
		CN	SU 2-3004	200	3	"	"	" " "
FORT STEWART, GA.			.....	See Savannah, Ga.				
FORT STOCKTON, TEX.	FST	AIRX	ED 6-4271					
		TT	157	150	3	No Service		Rc ELP
FORT ST. JOHN, B.C.	XJJ	CP	117	500	6,9	...	....	Tc
FORT WAYNE, IND.	FWA	AIRX	AN 3-476					
		DL	HA 3352	200	9	.75	1.50	R Tc G TOL
		TW	HA 2204	250	8	"	"	" " " "
		UA	SH 3133	400	5,6	"	"	" " " "
FORT WILLIAMS, ONT.	YQT	NO	MA 2-4502	200	3	.50	1.00	Rc Tc C
		TC	2-0641	200	22	"	"	" " "
FORT WORTH, TEX.	AGF	AIRX	ED 2-2301					
		AA	AT 4-2551	600	9,5,10,50, 52,53a,53c	.65	1.40	R T G DAL
		BN	AT 4-3261	500	9,5,10	"	"	" " " "
		CO	AT 4-3861	200	3,22	"	"	" " " "
		CN	AT 4-2971	200	3	"	"	" " " "
		DL	AT 4-6611	400	9,5,10, 53a	"	"	" " " "
		EA	BU 3-4201	200	52	"	"	" " " "
		TT	AT 4-3465	150	3	"	"	" " " "
FRANCIS E. WARREN A.F.B., WYO			.....	See Cheyenne, Wyo.				
FRANKLIN, PA.	FKL	AIRX	ID 2-8116					
		AL	ID 2-2264	200	3	.55	1.60	Rc
FRANKFORT, KY.	FFT	AIRX	CA 7-2410					
		PI	CA 7-9636	100	3	No Service		Rc Tc SDF
FREDERICTON, N.B.	YFC	TC	6613	200	22	.50	1.00	Rc T C
FRESNO, CALIF.	FAT	AIRX	AM 4-2843					
		TW	AD 7-6174	250	8	.60	1.50	R T G SFO
		UA	CL 1-5522	300	9	"	"	" Tc " "
FROBISHER BAY		MAR	.....	500	1,3,4	...	....	.....
FULLERTON, CALIF. (E)	FUL	AIRX	RE 5-6850					
		LX	.....	200	20	...	....	.....
GADSDEN, ALA.	GAD	AIRX	LI 3-2556					
		LI	LI 6-5285	100	3	.75	1.50	.....
GAINESVILLE, FLA.	GNV	AIRX	FR 6-3033					
		EA	FR 2-0481	200	19	No Service		R Tc JAX
GALLUP, N.M.	CUG	AIRX	UN 3-5161					
		FL	UN 3-3312	200	3	No Service		Rc T ELP
GALVESTON, TEX.	GLS	AIRX	SO 3-8891					
		TT	5-5062	150	3	.55	1.10	.....
GAMBELL, ALAS. (E)	GAM	AS	.....	500	3	...	....	.....
GANDER, NFLD.	YQX	KLM (F)	.....	100	.....	...	....	Rc Tc A
		MAR	935	500	1,3,4	...	....	R T A
		SK (F)	.....	...	.....	...	....	Rc Tc A
		SN (F)	.....	...	15	...	....	" " "
		SR (F)	723	600	6	...	....	" " "
		TC	913	500	22,53c	.50	1.00	" " "
		TW	713	250	8,7	No Service		" " "
GARDEN CITY, KAN.	GCK	AIRX	3641					
		CN	.....	...	.....	No Service		Rc Tc DEN
GLADEWATER, TEX.	GGG	AIRX	2490					
		TT	MI 3-2241	See Longview, Tex.				
GLASGOW, MONT.	GGW	AIRX	AC 8-2912					
		FL	AC 8-2446	200	3	No Service		Rc Tc GTF
GLENDIVE, MONT.	GDV	AIRX	EM 5-2080					
		FL	EM 5-3146	200	3	No Service		R T GTF
GLENS FALLS, N.Y.	GFL	AIRX	FE 5-3376					
		EA	3-2527	200	19	.55	1.35	Rc Tc ALB
		MO	774-4628	200	3	"	"	" " "
GOODFELLOW A.F.B., TEX.			.....	See San Angelo, Tex.				
GOODLAND, KAN.		CN	.....	...	.....	No Service		.....
GOOSE BAY, LAB.	YYR	TC	.....	500	7	No Service		.....
		MAR	6-2121	...	.....	...	....	.....
GRAND CANYON, ARIZ.	VLE	AIRX	3					
		BL	VA 3	200	Seasonal	No Service		.....
GRAND FORKS, N.D.	GFK	AIRX	4-7771					
		NO	772-1711	200	3	No Service		R T A
		NW	4-3629	200	6	"	"	Rc " "
GRAND FORKS A.F.B., N. D.			.....	See Grand Forks, N. D.				

U.S.A. AND CANADIAN CITY DIRECTORY

Location	Code	Carriers	Telephone	Maximum Weight	Aircraft	Pick Up and Delivery Per 100 Lb.	Pick Up and Delivery Minimum	Surface and Customs Facilities
GRAND ISLAND, NEB.	GRI	AIRX	DU 2-3216					
		FL	DU 2-2750		9	No Service		R Tc DEN
GRAND JUNCTION, COLO.		AIRX	CH 3-2532					
	CJT	FL	CH 2-5879	200	3,9	.80	1.10	Rc DEN
		UA	CH 3-3112	200	5	"	"	" "
GRAND PRAIRIE, ALTA.	YQU	CP	2031	200	9	...	....	Rc Tc
GRAND RAPIDS, MICH.	GRR	AIRX	CH 3-5689					
		FT	CH 1-2221	Served through Detroit, Mich.				
		FT				.65	1.25	
		LC	CH 1-4477	150	3	.55	1.35	R T G MKG
		NO	GL 2-6985	200	3	"	"	" " " "
		UA	CH 3-0108	250	22,5,6	"	"	" " " "
GRANITE CITY ENGINEER DEPOT, ILL.				See St. Louis, Mo.				
GREAT BEND, KAN.	GBD	AIRX	GL 3-4431					
		CN	.....	...	.....	No Service		Rc Tc
GREAT FALLS, MONT.	GTF	AIRX	GL 3-5468					
		FL	GL 3-4844	200	3	.55	1.00	R T G AC
		NW	GL 3-6501	200	32,6	"	"	" " " "
		WA	GL 3-4355	200	6	"	"	" " " "
		WC	GL 4-1396	150	3	"	"	" " " "
GREEN BAY, WISC.	GRB	AIRX	HE 2-7795					
		NO	GY 4-3430	200	3,9	.65	1.45	Rc Tc C
GREENSBORO, N.C.	GSO	AIRX	BR 3-1941					
		EA	CY 9-1131	200	19,9,52, 10	.75	1.50	R T G INT
		PI	CY 9-2141	100	3	"	"	Rc " " "
		UA	CY 9-0334	150	22	"	"	" " " "
GREENVILLE, MISS.	GLH	AIRX	2-8195					
		SO	2-2612	100	3	No Service		Rc
GREENVILLE, S.C.	GRL	AIRX	CE 2-3851					
		DL	CE 2-8213	200	9	.50	1.00	R T G ATL
		EA	CE 9-3061	200	19,9,52	"	"	" " " "
		SO	CE 3-0173	100	3	"	"	" " " "
GREENWOOD, MISS.	GRW	AIRX	123					
		SO	ED 2-2612	100	3	.40	.85	R T MEM
GREENWOOD, S.C.	GRD	AIRX	CR 3-3156					
		SO	9-3191	100	3	No Service		.....
GRINDSTONE		MAR	.....	500	1,3,4	...	....	.....
GROSSE ILE, N.A.S., MICH.			.....	See Detroit, Mich.				
GROTON COAST GUARD TRAINING STATION, CONN.				See				
GULFPORT, MISS.	GPT	AIRX	UN 3-3891					
		SO	UN 4-2323	100	3	.55	1.10	Rc Tc C
GUYMON, OKLA.	GUY	AIRX	38					
		CN	672	200	3	.55	1.10	.....
GUNNISON, COLO.	GUC	AIRX	317					
		FL	145	200	3	No Service		R Tc DEN
HAGERSTOWN, MD.	HGR	AIRX	RE 9-6410					
		AL	HE 3-6700	200	3,19	.80	1.10	Rc G
HAILEY, IDA.	SUN	AIRX	3932					
		WC	340	150	3	See Ketchum, Ida.		
HALIFAX, N.S.	YHZ	TC	2-7411	500	22,53c	.50	1.00	Rc Tc C
		MAR	6-2306	500	3,1,4	...	....	R T A
HAMILTON, ONT.	YHZ	TC	.....	...	7,12,13, 22,53	1.10	2.00	A
HAMPTON, VA.	PHF		.....	See Newport News, Va.				
HANCOCK, MICH.								
		NO	63	See Houghton, Mich.				
HANNIBAL, MO.	HNN	AIRX	881					
		OZ	TU 5-3211	See Quincy, Ill.				
HARLINGEN, TEX.	HRL	AIRX	GA 3-0038					
		TT	GA 3-4200	150	3	.55	1.10	SAT
HARRISBURG, PA.	HAR	AIRX	CE 8-5244					
		AL	CE 8-9426	200	3,19	.45	1.60	R Tc G BAL
		TW	CE 4-3136	250	8	"	"	" " " "
		UA	CE 6-7995	150	3	"	"	" " " "
HARRISON, ARK.	HRO	AIRX	EM 5-5323					
		CN	EM 5-5475	200	3	No Service		STL
HARRISONBURG, VA.	SHD	AIRX	4-2292					
		PI	WC 2761	100	3	.70	1.40	Rc Tc DCA
HARTFORD, CONN.	BDL	AIRX	CH 9-8683					
		AA	JA 2-6193	3000	9,15,5, 52	.65	1.40	R Tc G C
		AL	JA 2-3084	200	9	"	"	" " " "
		EA	JA 2-1854	200	19,10,7, 52	"	"	" " " "
		FT	JA 2-3145	10000	23	"	"	" " " "
		NE	CH 9-7693	200	3	"	"	" " " "
		TW	NA 3-5581	250	8,7	"	"	" " " "
		UA	CH 9-1311	6000	10,15, 50c,5	"	"	" " " "
HASTINGS, NEB.	HSI	AIRX	2-6011					
		FL	2-2312	200	3	No Service		CMA
HATTIESBURG, MISS.	HBG	AIRX	JU 4-6541					
		SO	JU 2-1643	100	3	.55	1.10	R Tc MSY
HAYS, KAN.		CN	.....	...	.....	No Service		.....
HAY RIVER, N.W.T.	YHY	PN	.....	200	3,4,1	...	....	.....
HAZLETON, PA.	HZL	AIRX	GL 4-0261					
		AL	GL 5-5817	200	3	.55	1.35	.....
HAVRE, MONT.	HVR	AIRX	265-2111					
		FL	265-7911	200	3	.90	1.85	Rc Tc GTF
HELENA, ARK.	HEE							
		TT	5-2577	150	3	No Service		T MEM
HELENA, MONT.	HLN	AIRX	HI 4-3232					
		NW	824-255	200	6	.45	1.10	R T G GTF
		WA	HI 2-8550	200	6	"	"	" " " "
HENDERSONVILLE, N.C.	AVL	AIRX	CH 6916					
		PI	CH 3-5696	See Asheville, N. C.				
		UA	AL 2-2404	See Asheville				
HERRIN, ILL.	MWA	AIRX	HE 7501	See Marion, Ill.				
HIBBING, MINN.	HIB	AIRX	AM 2-2521					
		NO	AM 3-7847	200	3	.65	1.55	Rc Tc
HICKORY, N.C.	HKY	AIRX	DI 5-4119					
		PI	DI 5-3285	100	3	No Service		R Tc INT
HIGH POINT, N.C.	GSO	AIRX	2-1915					
		EA	88-28145	See Greensboro, N. C.				
		PI	88-31778	"	"	" "		
		UA	88-26878	"	"	" "		
HOBBS, N. M.	HOB	AIRX	EX 3-5933					
		CO	EX 3-5414	200	3	.65	1.35	Rc ELP
HOLLOMAN A.F.B., N. M.			.....	See Alamagordo, N. M.				
HOMER, ALAS.	HOM	PN	22-111	...	3	.75	1.00	.....
HONOLULU, H.	HNL	AIRX	HO 6-6167					
		HA	85-911	600	11,10	...	....	Tc C
		JL	HO 8-1811	200	6,10	...	....	" "
		NW	853-425	300	53b	.65	1.25	" AC
		PAA	58-221	5500	10,50,15, 53	...	....	" "
		UA	HO 8-1811	200	53	...	....	" C
HOPKINSVILLE, KY.		AIRX	TU 5-5605	See Clarksville, Tenn.				
HOQUIAM, WASH.	HQM	AIRX	LE 2-6600	See Aberdeen, Wash.				
HOT SPRINGS, ARK.	HOT	AIRX	NA 3-1821					
		CN	NA 4-1284	200	3	.55	1.25	R Tc MEM
		DL	NA 3-1671	300	9	"	"	" " "
		TT	NA 3-8501	150	3	"	"	" " "
HOUGHTON, MICH.	CMX	AIRX	602					
		NO	63	200	3	.80	1.60	Rc Tc C
HOULTON, ME.	HUL	AIRX	3566					
		NE	2254	200	3	.35	.75	R Tc C
HOUSTON, TEX.	HOU	AIRX	GL 4-3793					
		AA	MI 9-1457	250	5	.60	1.40	R T G C
		BN	CL 4-2686	500	9,5,52,6, 10,50,50c	"	"	" " " "
		CO	CL 4-8531	400	5,6,3,10, 22,50	"	"	" " " "
		DL	CL 4-2646	400	9,10,19, 53,55	"	"	" " " "
		EA	CL 4-2661	6000	9,10,52, 23,53b	"	"	" " " "
		KLM	CA 4-1701	660	53	"	"	" " " "
		NA	CL 4-8564	400	52,10,53	"	"	" " " "
		PAA	CA 3-4131	5500	2,50,4, 53	"	"	" " " "
		TT	MI 9-1218	150	3	"	"	" " " "
HUNTER LIGGETT MILITARY RESERVATION, CALIF.				See Monterey, Calif.				
HUNTINGTON, W.VA.	HTW	AIRX	JA 5-5169					
		AL	GL 3-1331	200	3,19	.50	1.60	Rc Tc G CVG
		EA	3-9476	200	19	"	"	" " " "
		PI	GL 3-1356	100	3	"	"	" " " "
HUNTSVILLE, ALA.	HSV	AIRX	JE 4-4533					
		EA	4680	200	19	.85	1.65	R T BHM
		SO	JE 6-6383	200	3	"	"	" " "
		UA	JE 6-5291	150	22	"	"	" " "
HURLEY, N. M.	SVC	AIRX	538-9481	See Silver City, N. M.				
HURON, S. D.	HOM	AIRX	EL 2-8660					
		NO	EL 2-2910	200	3	No Service		R Tc MSP
		WA	EL 2-8601	200	6	"	"	" " "
HUTCHINSON, KAN.	HUT	AIRX	MD 2-3671					
		CN	.....	...	.....	.60	1.35	Rc Tc G MKC
HYANNIS, MASS.	HYA	AIRX	SP 5-1600					
		NE	SP 5-1800	200	3	No Service		R T EWB
IDAHO FALLS, IDA.	IDA	AIRX	JA 2-5075					
		WC	JA 2-2695	150	3	.45	1.10	R Tc G GTF
		WA	JA 2-8161	200	6	"	"	" " " "
IMPERIAL, NEB.	IML	AIRX	TU 2-4927					
		FL	TU 2-4780	200	3	No Service		DEN
INDEPENDENCE, KAN.		CN	.....	...	.....	No Service		.....
INDIANAPOLIS, IND.	IND	AIRX	ME 5-1085					
		AA	CH 1-2545	600	9,5,52	.55	1.50	R T G A
		DL	CH 1-3333	400	9,19,5	"	"	" " " "
		EA	CH 4-9521	200	9,19,52, 10	"	"	" " " "
		LC	CH 1-8204	150	3,9	"	"	" " " "
		OZ	ME 804909	200	3,54	"	"	" " " "
		RD	CH 1-8288	6000	1,2	"	"	" " " "
		TW	ME 4-3438	4000	8,23,55	"	"	" " " "
INT'L. FALLS, MINN.	INL	AIRX	AT 3-3731					
		NO	AT 3-3871	200	3	No Service		Rc Tc C
INYOKERN, CALIF.	IYK		PC 7-2271	...	3	No Service		.....
IOWA CITY, IOWA	IOW	AIRX	3197					
		OZ	8-3604	200	3,43	.60	1.05	R Tc PIA
IRON MOUNTAIN, MICH.		AIRX	774-1727					
	IMT	NO	774-5050	200	3	No Service		Rc Tc
IRONWOOD, MICH.	IWD	AIRX	24					
		NO	741	200	3	No Service		Rc Tc
ISLIP, N.Y.	ISP	AIRX	BR 3-4551					
		AL	RO 9-7771	200	9	.85	1.60	.....
ITHACA, N.Y.	ITH	AIRX	2-2531					
		MO	3351	200	9,3	.55	1.10	Rc Tc G SYR

U.S.A. AND CANADIAN CITY DIRECTORY

Location	Code	Carriers	Telephone	Maximum Weight	Aircraft	Pick Up and Delivery Per 100 Lb.	Pick Up and Delivery Minimum	Surface and Customs Facilities
JACKSON, MICH.	JXN	AIRX	ST 9-7176					
		NO	ST 9-6125	200	3	.55	1.10	Rc Tc
		LC	ST 3-2791	150	3	"	"	" "
JACKSON, MISS.	JAN	AIRX	FL 2-6825					
		DL	2-0866	400	9,5,8	.55	1.35	R Tc MSY
		SO	FL 2-8899	100	3	"	"	" " "
		TT	FL 4-3591	...	3,19	"	"	" " "
JACKSON, TENN.		AIRX	.....					
		SO	2-5416	100	3	No Service		.....
JACKSON, WYO.	JAC	AIRX	.....					
		FL	310	200	3,9	.75	1.35	Rc Tc G GTF
JACKSONVILLE, FLA.	JAX	AIRX	EL 4-0585					
		DL	EL 6-0484	400	5,8	.65	1.25	R T G C
		EA	EL 6-5661	200	9,10,7, 19,52	"	"	" " " "
		NA	EL 3-1586	400	9,5,6,52	"	"	" " " "
		NE	EL 5-6611	200	6	"	"	" " " "
		SO	EL 4-7833	200	3			
		RD	.....	6000	Demand Service			
		UA	EL 4-0641	400	6	.65	"	" " " "
JAMESTOWN, N.Y.	JHW	AIRX	7964					
		AL	JA 4-1118	200	3,19	.55	1.45	Rc BUF
JAMESTOWN, N.D.	JMS	AIRX	CL 2-1760					
		NW	CL 2-3320	200	6	No Service		Rc T MSP
JANESVILLE, WISC.	JVL	AIRX	FL 2-1463					
		NO	FL 4-5293	See Beloit, Wisc.				
JEFFERSON CITY, MO.	JEF	AIRX	6-8191					
		OZ	6-2350	200	3,54	.60	1.20	Rc
JEFFERSON PROVING GROUND, INC.			.....	See Louisville, Ky.				
JOHNSON CITY, TENN.	TRI	AIRX	WA 8-3251					
		PI	WA 8-3161	See Bristol, Va.				
JOHNSTOWN, PA.	JST	AIRX	7-5309					
		AL	JO 9-1144	200	3,19	.55	1.35	R G
JOLIET ARSENAL, ILL.			.....	See Chicago (MDW), Ill.				
JOPLIN, MO.	JLN	AIRX	MA 3-4437					
		AA	MA 3-7085	250	9	.40	.85	R Tc G MKC
		CN	MA 3-2110	200	3	"	"	" " " "
		OZ	MA 3-1817	200	3,54	"	"	" " " "
JUNEAU, ALAS.	JNU	AC	.....	...	.....	...	....	 C
		ELLIS	.....	...	.....	...	....	"
		PN	6-1455	...	4,8,16	1.00	1.00	"
		PAA	6-1400	550	6	...	....	"
JUNCTION CITY, KAN.	MHK	AIRX	CE 8-2611					
		CN	CE 8-4741	See Manhattan, Kans.				
KALAMAZOO, MICH.	AZO	AIRX	FI 5-7163					
		LC	FI 9-2669	150	3	.55	1.20	.....
		NO	FI 9-5237	200	3	"	"	.....
KALISPELL, MONT.	FCA	AIRX	SK 6-5939					
		NW	.....	...	.....	.55	1.10	Rc Tc GEG
		WC	SK 6-5053	150	3	"	"	" " "
KAMLOOPS, B.C.	LKA	CP	109	200	3	...	....	Rc Tc C
KANAB, UTAH		AIRX	.....					
KANSAS CITY, MO.	MKC	AIRX	GR 1-3906					
		BN	GR 1-4740	200	9,1,5,22, 50,52,50c	.75	1.70	R T G AC
		CO	GR 1-3705	200	3,10,22, 50	"	"	" " " "
		CN	BA 1-7613	200	3	"	"	" " " "
		DL	GR 1-7613	300	9	"	"	" " " "
		FL	VI 2-6252	200	3,9	"	"	" " " "
		OZ	GR 1-6515	200	3,54	"	"	" " " "
		TW	GR 1-4400	4000	50,7,23, 55.50c	"	"	" " " "
		UA	GR 1-1133	400	10,50c	"	"	" " " "
KANKAKEE ORDANCE WORKS, ILL.			.....	See Chicago, Ill.				
KEARNEY, NEB.	EAR	AIRX	CE 4-0501					
		FL	CE 6-2921	200	3	No Service		DEN
KEENE, N.H.	EEN	AIRX	EL 2-0603					
		MO	1910	100	3	.65	1.10	Rc Tc BOS
		NE	EL 2-1030	200	3	"	"	" " "
KEESLER A.F.B., MISS.			.....	See Gulfport, Miss.				
KELOWNA, B.C.	YWX	CP	6025	200	3	.25	.85	.....
KENAI, ALAS.	ENA	PN	206	200	3	.75	1.00	.....
KENNEWICK, WASH.	PSC	AIRX	LI 7-4242					
		PC	.....	See Pasco, Wash.				
KERRVILLE, TEX.	ERV	AIRX	CL 7-4536					
		TT	CL 7-4050	150	3	No Service		Rc SAT
KETCHIKAN, ALAS.	KTN	PAA	3131	550	6	...	....	.....A
		PN	3138	...	8,16	...	....	.....A
KETCHUM, IDA.	SUN	AIRX	3932					
		WC	340	150	.....	.60	1.25	.....
KEY WEST, FLA.	EYW	AIRX	CY 6-6651					
		NA	CY 6-5510	400	9	.85	1.80	R Tc AC
K.I. SAWYER A.F.B., MICH.			.....	See Marquette, Mich.				
KILGORE, TEX.	GGG	AIRX	2711					
		TT	6331	See Longview, Tex.				
KIMBERELY, B.C.	YXC	CP	LU 2-3511	200	9	No Service		.....
KING SALMON, ALAS.	AKN	PN	.....	200	3	.60	1.00	.....
KINGMAN, ARIZ.	IGM	AIRX	SK 3-2998					
		HL	SK 3-3630	200	54	.75	1.50	Rc Tc LAX
KINGSBURG ORDANCE PLANT, INC.			.....	See South Bend, Ind.				
KINGSFORD, MICH.		AIRX	.....					
		NO	774-5050	See Iron Mountain, Mich.				
KINGSPORT, TENN.	TRI	AIRX	CI 5-5731					
		PI	CI 6-4107	See Bristol, Tenn.				
		SO	.....	See Bristol, Tenn.				
KINGSTON, N.C.	ISO	AIRX	3918					
		PI	JA 3-5159	100	9	.55	1.10	Rc Tc HDU
KIRKSVILLE, MO.		AIRX	.....					
		OZ	.....	...	.....	.70	1.40	.....
KITIMAT, B.C.	YKI	CP	220	200	3,9	No Service		C
KLAMATH FALLS, ORE.	LMT	AIRX	TU 4-5814					
		WC	TU 2-4626	150	3	.55	1.50	R Tc OTH
KNOXVILLE, TENN.	TYS	AIRX	3-6175					
		AA	7-6264	500	9,5	.60	1.25	Rc Tc G CHA
		DL	7-6661	400	9	"	"	" " " "
		FI	577-2531	100	3	"	"	" " " "
		SO	7-7561	200	3	"	"	" " " "
		UA	557-5521	250	22	"	"	" " " "
KODIAK, ALAS.	MIB	PN	4131	...	3	.75	1.00	.....
KOKOMO, IND.	OKK	AIRX	CL 2-5626					
		LC	CL 7-5591	150	3	.55	1.45	Rc
KOTZEBUE, ALAS. (E)	OTZ	AS	.....	500	3	...	....	.....
KRACKLAND A.F.B., TEX.			.....	See San Antonio, Tex.				
LACONIA, N.H.	LCI	AIRX	150					
		NE	LA 4-5313	200	3	No Service		Rc LWM
LA CROSSE, WISC.	LSE	AIRX	2-8286					
		NO	4-5680	200	3	No Service		Rc Tc
LAFAYETTE, IND.	LAF	AIRX	SH 2-5068					
		LC	RI 3-1841	150	3,9	No Service		Rc
LAFAYETTE, LA.	LFT	AIRX	CE 5-8649					
		EA	CE 5-8536	200	9	.55	1.10	R G BTR
		TT	CE 4-5252	150	3	"	"	" " "
LAGUNA BEACH, CALIF.	SNA	AIRX	HY 4-2396					
		BA	.....	See Santa Ana, Calif.				
LAKE CHARLES, LA.	LKC	AIRX	HE 9-8876					
		EA	HE 6-3656	200	9	.55	1.35	R T G C
		TT	HE 3-8511	150	3	"	"	" " " "
LAKE CITY A.F.S., TENN.			.....	See Knoxville, Tenn.				
LAKELAND, FLA.	LAL	AIRX	MU 4-1091					
		MA	MU 6-3129	200	3	.75	1.50	Rc Tc G TPA
		RD	MU 3-5875	6000	Demand Service			
LAKEVIEW, ORE.	LKV	AIRX	JU 8-3003					
		WC	WH 7-2211	150	3	.55	1.10	Rc Tc PDX
LAKE PLACID, N.Y.	SLK	AIRX	LP 407					
		EA	SL 2120	200	19	No Service		Rc Tc MAL
LAMAR, COLO.	LAA	AIRX	336-5761					
		CN	167	200	3	No Service		DEN
LANCASTER, CALIF.	WJF	AIRX	.....					
		PC	WH 8-4611	200	19,54	No Service		LAX
LANCASTER, PA.	LNX	AIRX	WH 2-3128					
		AL	LO 9-0461	200	3,19	.55	1.35	Rc G
		EA	LO 9-0446	200	19	"	"	" "
LAND O'LAKES, WISC.	LNL	AIRX	2211					
		NO	3131	Seasonal - Served through Rhinelander				
LANDER, WYO.	RTW	AIRX	.....					
		FL	UL 6-9226	See Riverton, Wyo.				
LANGLEY A.F.B., VA.			.....	See Newport News, Va.				
LANSING, MICH.	LAN	AIRX	IV 2-1109					
		NO	IV 4-7467	200	3	.55	1.35	R T G YIP
		UA	IV 5-2744	250	22,5,6,	"	"	" " " "
LARAMIE, WYO.	LAR	AIRX	FR 5-2696					
		FL	FR 5-5656	200	3,9	No Service		Rc Tc DEN
LAREDO, TEX.	LRD	AIRX	RA 3-3618					
		TT	3-3645	150	3	.45	1.35	R T AC
LAS VEGAS, NEV.	LAS	AIRX	DU 2-2132					
		HL	RE 3-2704	200	54	.75	1.45	Rc Tc G LAX
		DL	RE 3-1762	250	10	"	"	" " " "
		MA	RE 3-1339	200	52	"	"	" " " "
		PC	DU 2-2622	200	19,54	"	"	" " " "
		TW	DU 2-7306	400	8,7,50,55	"	"	" " " "
		UA	DU 2-0505	400	5,10,50c	"	"	" " " "
		WA	DU 2-2100	200	6,52	"	"	" " " "
LAUREL, MISS.	LUL	AIRX	6212					
		SO	426-3440	100	3	.65	1.30	.....
LAURENCE G. HANSCOM FIELD, MASS.				See Lawrence, Mass.				
LAWRENCE, MASS.	LWM	AIRX	4161					
		NE	MU 3-3141	200	3	.35	.75	R Tc LWM
LAWTON, OKLA.	LAW	AIRX	EL 0-154					
		CO	EL 3-4512	200	3	No Service		Rc T DAL
		CN	EL 3-8600	200	3	"	"	" " "
LEMMON, S.D.		AIRX	138					
		FL	374-3631	200	3	.55	.85	OTF
LEMOORE N.A.S., CALIF.			.....	See Visalia, Calif.				
LETHBRIDGE, ALTA.	YQL	TC	FA 7-2711	300	3,22	.35	.75	Rc Tc C
LETTERKENNY ORDANCE DEPOT, PA.			.....	See Hagerstown, Md.				
LEWISTON, IDA.	LWS	AIRX	SH 3-3061					
		WC	SH 3-1343	150	3	No Service		R Tc GEG

U.S.A. AND CANADIAN CITY DIRECTORY

Location	Code	Carriers	Telephone	Maximum Weight	Aircraft	Pick Up and Delivery Per 100 Lb.	Pick Up and Delivery Minimum	Surface and Customs Facilities
LEWISTON, ME.	LEW	AIRX	4-4423					
		NE	ST 3-2031	200	3	.55	1.10	Rc Tc PWM
LEWISTON, MONT.	LWT	AIRX	KE 8-3615					
		FL	KE 8-9621	200	3	.35	1.50	Rc Tc GTF
LEXINGTON SIGNAL DEPOT, KY.		.....	See Lexington, Ky.					
LEXINGTON, KY.	LEX	AIRX	2-1314					
		DL	4-5569	250	9,3	.65	1.60	Rc Te G CVG
		EA	4-6795	200	19,7,9	"	"	" " "
		PI	5-1920	100	3	"	"	" " " "
LIBERAL, KAN.	LHL	AIRX	MA 4-3661					
		CN	MA 4-5671	200	3	No Service		T
LIMA, OHIO	LIA	AIRX	CA 6-2051					
		LC	CA 5-0075	150	3	.80	1.60	.....
LINCOLN, NEB.	LNK	AIRX	HE 2-3261					
		FL	HE 2-5391	200	3,9	.55	1.25	R Tc CMA
		UA	HE 5-4371	200	6,10	"	"	" " "
LITTLE ROCK, ARK.	LIT	AIRX	FR 2-6116					
		AA	FR 4-9333	250	5,10,52	.45	1.10	R T G MEM
		BN	FR 2-0207	200	9	"	"	" " "
		CN	FR 4-6418	200	3	"	"	" " "
		DL	FR 4-2040	300	9	"	"	" " "
		TT	FR 4-6312	150	3	"	"	" " "
LOGAN, UTAH	LGU	AIRX	SK 2-2422					
		WC	SK 2-5301	150	3	.50	1.50	Rc T GTF
LOGANSPORT, IND.	OKK	AIRX	3396					
		LC	GL 7-5591	See Kokomo, Ind.				
LONDON, KY.	LOZ	AIRX	VO 4-4320					
		PI	VO 4-2250	100	3	.40	.85	SDF
LONDON, ONT.	YXU	TC	2-3491	400	22	.50	1.00	Rc Tc C
LONG BEACH, CALIF.	LGB	AIRX	GA 4-8621					
		LX(E)	ZE 7511	200	20	...	....	Rc T LAX
		UA	HA 1-8214	200	9	.90	1.65	R T "
		WA	HA 1-8271	200	52	"	"	" " "
LONGHORN ORDANCE WORKS,	TEX.	.....	See Shreveport, La.					
LONGVIEW, TEX.	GGG	AIRX	PL 5-3521					
		TT	MI 3-2441	150	3	.50	1.35	R Tc DAL
LORDSTOWN MILITARY RESERVATION,	OHIO		See Youngstown, Ohio					
LOS ANGELES, CALIF.	LAX	AIRX	SP 6-0140					
		AA	MA 6-0201	10000	5,15,10, 50,50c	.90	1.65	R T G C
		HL	SP 6-1260	200	54	"	"	" " " "
		CO	SP 6-2421	200	10,22,50	"	"	" " " "
		CMA	MA 6-8484	...	5	...	....	" " " "
		SK	OR 4-4300	1000	10	.75	1.55	" " " "
		LX	OR 0-0933	200	20	...	....	" " " "
		NA	SP 6-0293	200	52,53	.90	1.65	" " " "
		DL	SP 6-0423	350	53a,55	"	"	" " " "
		PAA	MA 4-0192	5500	15,53	"	"	" " " "
		PC	SP 6-0440	200	3,19,54	"	"	" " " "
		SAS	.....	1320	5,6,10,9	...	....	" " " "
		TW	MI 9441	7500	8,7,23, 50,55	.90	1.65	" " " "
		UA	SP 6-2000	6000	9,5,6,10, 15,53,50c	"	"	" " " "
		WA	SP 6-2508	200	6,50,52, 50c	"	"	" " " "
		JL		6000	50b	"	"	" " " AC
(Lockheed Air Terminal)								
	BUR	AA	MA 0201	6000	5,15,10	"	"	" " " "
		FT	ST 7-3411	10000	23	"	"	" " " "
		LX(E)	ZE 7511	200	20	...	....	" " " "
		PC	SP 6-0440	200	3,19,54	.90	1.65	" " " "
		WA	TH 2-2101	200	52	"	"	" " " "
LOUISVILLE, KY.	SDF	AIRX	EM 8-5891					
		AA	EM 8-1666	500	9,5,52	.60	1.30	R T G C
		DL	JU 2-2681	300	5,9	"	"	" " " "
		EA	EM 8-1646	200	19,9,10, 52	"	"	" " " "
		OZ	EM 8-9955	200	3,54	"	"	" " " "
		PI	EM 8-3312	100	3	"	"	" " " "
		TW	JU 3-5327	250	8	"	"	" " " "
LOVELL, WYO.	POY	AIRX	.....					
		FL	SK 4-4222	See Powell, Wyo.				
LOWRY A.F.B., COLO.			.....	See Denver, Colo.				
LUBBOCK, TEX.	LBB	AIRX	PO 3-2805					
		BN	PO 5-7428	200	9,5,52	.80	1.35	R T DAL
		CO	PO 3-4646	200	3,22	"	"	" " "
		CN	PO 3-9457	200	3	"	"	" " "
LUDINGTON, MICH.		AIRX	.....					
		NO	PA 3-2521	200	9	No Service		.....
LUFKIN, TEX.	LFK	AIRX	NE 4-3011					
		TT	3-4521	150	3	.55	1.10	Rc BUJ
LYNCHBURG, VA.	LYH	AIRX	VI 7-7783					
		PI	239-2633	100	3	.80	1.85	Rc Tc G RIC
MACON, GA.	MCN	AIRX	SH 3-3236					
		DL	3-6731	250	9	.50	1.35	Rc Tc G ATL
		EA	2-8701	200	19,9	"	"	" " "
MADISON, WISC.	MSN	AIRX	AL 5-6741					
		NO	CH 9-1223	100	3	.60	1.25	R T MKE
		NW	CH 9-4816	200	6,10,52	"	"	" " "
		OZ	CH 9-6441	200	3,54	"	"	" " "
MAGNOLIA, ARK.	AGO	AIRX	MA-81					
		TT	711	150	3	No Service		Rc Tc DAL
MANCHESTER, N.H.	MHT	AIRX	NA 5-8543					
		NE	NA 3-7201	200	6	No Service		Rc Tc BOS
MANDAN, N.D.	BIS	FL	CA 3-3272	See Bismark, N. D.				
		NO	CA 3-5640	See Bismarck, N. D.				
MANHATTAN, KAN.	MHK	AIRX	MA 8-3930					
		CN	FR 8-2152	200	3	No Service		Rc Tc MKC
MANISTEE, MICH.		AIRX	PA 3-3231					
		NO	PA 3-2521	See Ludington, Mich.				.....
MANITOWOC, WISC.	MTW	AIRX	3357					
		NO	MU 4-5657	200	3	No Service		Rc Tc
MANKATO, MINN.	MKT	AIRX	5371					
		NO	3708	200	3	No Service		Rc Tc
MANSFIELD, OHIO	MFD	AIRX	LA 5-0361					
		LC	LA 4-7411	150	3	.80	1.60	.....
MARFA, TEX.	MRF	AIRX	95					
		TT	235	150	3	No Service		Rc ELP
MARIANA, FLA.	MAI	AIRX	HU 2-2427					
		NA	HU 2-2726	100	9	.50	1.00	Rc Tc G PFN
MARIETTA, OHIO	PKB	AIRX	GA 8-6711					
		LC	DR 5-7731	See Parksburg, W. Va.				
		PI	.....	See Parksburg, W. Va.				
MARIETTA N.A.S., GA.		.....	See Atlanta, Ga.					
MARINETTE, WISC.	MRM	AIRX	.....					
		NO	UN 3-6677	See Menominee, Mich.				
MARINETTE, MICH.		NO	.....	...	.....	No Service		.....
MARION, ILL. (E)	MWA	AIRX	NY 3-2305					
		OZ	714	200	3,54	.70	1.60	Rc
MARION, IND.	MZZ	AIRX	2401					
		LC	OR 4-6585	150	3	No Service		Rc
MARION, OHIO	MNN	AIRX	2-0553					
MARQUETTE, MICH.	MQT	AIRX	CA 6-2111					
		NO	GR 5-4194	200	3	No Service		Rc Tc
MARSHALL, TEX.	ASL	AIRX	WE 5-2179					
		TT	WE 4-4336	150	3	.55	1.10	Rc DAL
MARSHFIELD, MICH.		AIRX	.....					
		NO	FU 7-1151	200	3	No Service		.....
MARTHA'S VINEYARD, MASS.	MVY	AIRX	VH 3					
		NE	VH 1400	200	3	No Service		Rc Tc EWB
MARYSVILLE, CALIF.	MYV	AIRX	SH 3-6390					
		PC	SH 2-5487	200	3	No Service		Rc Tc SFO
MASON CITY, IA.	MCW	AIRX	GA 3-2123					
		OZ	1095	200	3,54	.55	1.50	R MSP
MASSENA, N.Y.	MSS	AIRX	RO 9-2728					
		EA	RO 4-0505	200	19	.65	1.35	Rc Tc A
MATANE, P.Q.	YMQ	QBA	.....	...	.....	...	....	.....
MATTOON, ILL.	MTO	AIRX	AD 4-7940					
		OZ	AD 4-7100	200	3,54	No Service		Rc
MAYNARD QUARTERMASTER TEXT ACTIVITY, MASS.			See Boston, Mass.					
MAYO, Y.T.	YMA	CP	.....	200	3	...	....	Tc
McALESTER, OKLA.	MLC	AIRX	GA 3-5234					
		CN	GA 3-4758	200	3	No Service		Rc Tc DAL
McALLEN, TEX.	MMX	AIRX	MU 6-7811					
		TT	MU 6-3707	150	3	.55	1.10	BRO
McCOOK, NEB.	MCK	AIRX	145					
		FL	96	200	3	No Service		OMA
McGRATH, ALAS. (E)	MCG	AS	.....	1000	3,4	.35	.50	.....
MEDFORD, ORE.	MFR	AIRX	2-6433					
		PC	SP 2-6161	200	3,19	.55	1.60	Rc Tc OTH
		UA	SP 3-6233	300	9	"	"	" " "
		WC	SP 2-7269	150	3	"	"	" " "
MEDICINE HAT, ALTA.	YXH	TC	JA 6-2605	200	3	.70	.75	Rc Tc C
MELBOURNE, FLA.	MLB	AIRX	PA 3-7851					
		EA	765	200	19,9	.60	1.20	R Tc PBI
		NA	PA 3-6444	200	9	"	"	" " "
MEMPHIS, TENN.	MEM	AIRX	WH 8-2714					
		AA	WH 8-3374	8000	5,9,10, 15,52,50c	.55	1.35	R T G C
		BN	WH 6-8395	200	9	"	"	" " " "
		DL	WH 8-2606	6000	9,15,19, 1a,55	"	"	" " " "
		EA	WH 2-2489	200	19,9,10	"	"	" " " "
		SO	WH 8-1440	200	3	"	"	" " " "
		TT	WH 6-2535	150	3	"	"	" " " "
		UA	WH 8-0406	250	22	"	"	" " " "
MENOMINEE, MICH.	MNM	AIRX	UN 3-3000					
		NO	UN 3-6677	200	3	No Service		Rc Tc
MERCED, CALIF.	MCE	AIRX	RA 2-2413					
		UA	RA 2-8011	200	9	.55	1.10	Rc Tc G SFO
MERIDIAN, MISS.	MEI	AIRX	2-0242					
		DL	2-3141	300	9	.40	.85	R Tc BHM
		SO	485-5165	200	3	"	"	" " "
MEXICO CITY, D.F.	MEX	AIRX	.....					
		AA	22-12-22	6000	5,10,15, 50c	...	....	A
		BN	46-21-54	500	50c	...	....	"
		EA	22-77-70	200	10,53b	...	....	"
		PAA	46-46-60	1100	50,53,4	...	....	T "
		WA	46-90-40	200	6,50c	...	....	"
		CMA	12-21-96	...	3,4,5,24	...	....	" "
		AERONAVES	18-50-40	...	14a,4,5,8, 9	...	....	" "
		LACSA	46-46-60	...	9	...	....	" "

U.S.A. AND CANADIAN CITY DIRECTORY

Location	Code	Carriers	Telephone	Maximum Weight	Aircraft	Pick Up and Delivery Per 100 Lb.	Pick Up and Delivery Minimum	Surface and Customs Facilities
MIAMI, FLA.	MIA	AIRX	NE 5-0741					
		AVENSA	.....	...	1,6	...	....	R T AC
		AVIANCA	NE 3-2491	660	4,8	...	....	" " C
		BN	NE 4-1951	500	5,10,50	.75	1.60	R T G AC
		EA	NE 4-4573	700	22	.80	1.60	" " " "
		CU	TU 7-4341	200	1,3,8,14a,22	"	"	" " " "
		DL	NE 5-2661	6000	5,10,1a,53,55	.75	1.60	" " " "
		EA	NE 4-3971	6000	19,7,23,53b,10,9,19,52	"	"	" " " "
		GUEST	.....	200	8	...	....	.....
		KLM	FR 3-8455	660	5	.80	1.60	R T AC
		LACSA	NE 3-2491	...	1,9	...	....	" " "
		NA	TU 5-2581	6000	9,5,6,10,52,7,23,53	.75	1.60	" " "
		NE	NE 4-6741	200	6,50,55	"	"	" " "
		NW	NE 3-6503	200	52	"	"	" " "
		PAA	FR 3-7383	5500	2,6,10,30,15,53	"	"	" " "
		RD	TU 7-3501	10000	1,15,2	.75	"	" " G "
		RN	88-6743	10000	.....	.80	"	" " "
		TW	NE 3-6511	400	7,50	.75	"	" " "
		UA	NE 4-0601	200	50c,6,5,	"	"	" " " "
MIDLAND, MICH.	MBS	AIRX	.....					
		NO	695-4091	See Saginaw, Mich.				
MIDLAND, TEX.	MAF	AIRX	MU 2-1751					
		AA	MU 4-8281	250	5	.40	1.25	Rc Tc HLP
		CO	MU 2-1114	200	3,22	"	"	" " "
MILES CITY, MONT.	MLS	AIRX	CE 2-3831					
		FL	CE 2-1401	200	3	No Service		Rc T CTY
MILWAUKEE, WISC.	MKE	AIRX	HU 1-4640					
		AA	SH 4-9855	250	9	.60	1.65	R T G C
				4000 via MDW				
		EA	HU 1-4600	200	10	"	"	" " " "
		FT	HU 3-5000	10000	Served through Chicago (MDW)			
		NO	HU 1-0500	200	3,9	.60	1.65	R T G C
		NW	HU 3-0443	2000	6,10,52,15a,50c	"	"	" " " "
		OZ	HU 3-3210	200	3,54	"	"	" " " "
		UA	HU 1-3800	200	22,5,6,10	"	"	" " " "
MINNEAPOLIS, MINN.	MSP	AIRX	PA 2-3898					
		BN	PA 4-8748	500	9,5,52,50,50c	.65	1.40	R T G C
		EA	PA 1-5508	200	10	"	"	" " " "
		FT	PA 9-8321	6000	1	"	"	" " " "
		NO	PA 2-8281	200	3,9	"	"	" " " "
		NW	PA 6-2552	2000	53b,6,10,5,52,15a,50c	"	"	" " " "
		OZ	PA 1-4456	200	3,54	"	"	" " " "
		WA	PA 1-3383	200	6,52,30	"	"	" " " "
		UA	PA 1-1831	150	6,22,50c	"	"	" " " "
MINOT, N.D.	MOT	AIRX	41-149					
		FL	TE 8-0225	200	3	.90	1.35	MSP
		NO	TE 8-2118	200	3	"	"	"
MIRAMAR N.A.S., CALIF.			.....	See San Diego, Calif.				
MISSION, TEX.	MNK	AIRX	JU 5-1762					
		TT	MU 6-3707	See McAllen, Tex.				
MISSOULA, MONT.	MSO	AIRX	LI 3-7421					
		NW	LI 3-7161	200	6,32	No Service		Rc T CTY
MITCHELL, S.D.	MHE	AIRX	WY 6-3123					
		NO	WY 6-8283	200	3	.55	1.10	Rc Tc
MOAB, UTAH	MOK	AIRX	.....					
		FL	AL 3-6401	200	3	.70	1.35	Rc Tc DEN
MOBILE, ALA.	MOB	AIRX	HE 2-2741					
		EA	GR 9-1401	6000	7,23,52,19	.55	1.60	R T G C
		NA	DI 2-3521	400	9	"	"	" " " "
		SO	DI 2-0733	100	3	"	"	" " " "
		UA	DI 2-1344	200	22	"	"	" " " "
MODESTO, CALIF.	MOD	AIRX	LA 2-2963					
		UA	LA 3-3211	200	9	.55	1.35	R T SFO
MOLINE, ILL.	MLI	AIRX	2-3641					
		OZ	962-7591	200	3,54	.55	1.25	R Tc PIA
		UA	962-7701	400	6,10,5	"	"	" " "
MONCTON, N.B.	YQM	TC	EV 4-9151	1000	22	.50	1.00	Rc Tc C
		MAR	4-9181	...	.....	...	....	.....
MONROE, LA.	MLU	AIRX	FA 2-2675					
		DL	FA 3-5116	300	9	.60	1.20	Rc Tc MSY
		SO	FA 5-4601	200	3	"	"	" " "
		TT	FA 2-4454	...	3,19	"	"	" " "
MONT JOLI, P.Q.	YYY	QBA	.....	400	3	...	....	.....
MONTAUK A.F.S., N.Y.			.....	See New York, N. Y.				
MONTE VISTA, COLO.	MVS	AIRX	MV 19					
		FL	JU 9-6311	See Alamosa, Colo.				
MONTEREY, CALIF.	MRY	AIRX	AM 2-4803					
		PC	FR 2-7971	200	3,19,54	.55	1.10	R Tc G SFO
		UA	FR 5-3157	300	9	"	"	" " " "
MONTGOMERY, ALA.	MGM	AIRX	AM 2-3801					
		DL	AM 4-7313	200	9	.50	1.00	R T G MSY
		EA	CH 7-7361	200	19,9,7,10	"	"	" " " "
MONTPELIER, VT.	MPV	AIRX	CA 3-7101					
		NE	CA 3-2395	200	3	No Service		Rc Tc BTV
MONTREAL, QUE.	YUL	AIRX	UN 1-7311					
		AF	UN 6-8344	200	7	.35	.75	R Tc AC
		CP	UN 6-2901	500	14a	.45	1.00	" " "
		AZ	VI 2-6661	200	53c	"	"	" " "
		KLM	UN 1-3411	10000	53,10,15	"	"	" " "
		NE	MI 1-8591	200	6,50,55	.35	.75	Rc Tc A
		TC	HU 9-5781	500	7,22,53c	.45	1.25	R T "

Location	Code	Carriers	Telephone	Maximum Weight	Aircraft	Pick Up and Delivery Per 100 Lb.	Pick Up and Delivery Minimum	Surface and Customs Facilities
MONTROSE, COLO.	MTJ	AIRX	CH 9-3010					
		FL	CH 9-4236	200	3	No Service		Rc T DEN
MOOREHEAD CITY, N.C.	MRH	AIRX	PA 6-3272					
		PI	PA 8-4734	100	3	.35	.75	Rc Tc C
MORGANTOWN, W.VA.	MGW	AIRX	LI 2-7724					
		LC	LI 2-3301	150	3	.60	1.35	.....
MOSCOW, IDA.	PUW	AIRX	2-1229					
		WC	TU 3-9771	See Pullman, Wash.				
MOSES LAKE, WASH.	EPH	AIRX	HO 5-6191					
		WC	SK 4-2522	See Ephrata, Wash.				
MOULTRIE, GA.	MGR	AIRX	445					
		SO	TU 5-4048	100	3	.80	1.60	Rc
MUNCIE, IND.	MIE	AIRX	AT 8-4446					
		LC	AT 8-3629	150	3	No Service		.....
MUSKEGON, MICH.	MKG	AIRX	2-6639					
		NO	SW 8-2111	200	3	.80	1.80	R Tc G C
		UA	PE 3-1870	250	22,6	"	"	" " " "
MUSKOGEE, OKLA.	MKO	AIRX	MU 2-0191					
		CN	MU 7-5494	200	3	No Service		Rc T MKC
MYRTLE BEACH, S.C.	MYR	AIRX	HI 8-6656					
		PI	HI 8-6559	100	3	.45	.85	Rc CHS
NANTUCKET, MASS.	ACK	AIRX	702-W					
		NE	1140	200	3	No Service		Rc Tc EWB
NASHVILLE, TENN.	BNA	AIRX	AL 5-3523					
		AA	CH 2-6336	4500	5,9,10,15,52,50c	.55	1.10	R T G C
		BN	AL 5-5323	500	10,9	"	"	" " " "
		EA	AL 5-7412	200	9,19,10,52	"	"	" " " "
		OZ	CH 2-4363	200	3,54	"	"	" " " "
		SO	AL 4-0546	200	3	"	"	" " " "
		TW	AL 4-7726	250	7	"	"	" " " "
NATCHEZ, MISS.	HEZ	AIRX	8623					
		SO	6963	100	3	.75	1.50	Rc
NAVAL ACADEMY, ANNAPOLIS, MD.			.....	See Baltimore, Md.				
NELSON, B.C.	YCG	CP	.....	200	9	.25	.60	.....
NEW BEDFORD, MASS.	EWB	AIRX	WY 6-8593					
		NE	WY 9-6441	200	3,6	.35	.75	R Tc C
NEW BERN, N.C.	EWN	AIRX	2711					
		NA	ME 7-5151	200	6	.55	1.10	Rc Tc IAH
		PI	ME 7-3972	100	3	"	"	" " "
NEW CUMBERLAND GENERAL DEPOT, PA.			.....	See Harrisburg, Pa.				
NEW HAVEN, CONN.	HVN	AIRX	MA 4-3151					
		AL	HO 7-1619	200	9,19	.55	1.25	R T C
		EA	HO 7-6311	200	19	"	"	" " "
NEW IBERIA, LA.	LFT	LC	EM 4-7371	See Lafayette, La.				
NEW LONDON, CONN.	GON	AIRX	GI 2-5363					
		AL	HI 5-7405	200	19	.80	1.60	Rc C
NEW ORLEANS, LA.	MSY	AIRX	KE 4-3077					
		BN	LA 4-3411	200	9,5	.55	1.50	Rc T AC
		DL	KE 4-3658	6000	9,1a,5,10,53,55	"	"	" " "
		EA	739-3601	6000	7,10,23,53,52,9	"	"	" " "
		NA	KE 4-3616	400	9,5,6,10,52,53	"	"	" " "
		PAA	JA 2-6391	1100	50,53	"	"	" " "
		SO	KE 7-0158	200	3	"	"	" " "
		TA	CA 8374	4500	4	"	"	" " "
		TT	721-3425	...	.....	"	"	" " "
		UA	729-3500	200	50c,22	"	"	" " "
NEW PHILADELPHIA, OHIO	PHD	AIRX	DO 4-2985					
NEW YORK, N.Y. (LaGuardia)	LGA	AIRX	MU 6-7900					
		AA	HA 4-7600	4000	5,9,52	1.00	2.00	R T G AC
		CA	TW 9-5280	200	22,8	"	"	" " " "
		EA	ME 9-8200	500	7,19,52	"	"	" " " "
		NE	IL 7-3000	200	3,6,22	"	"	" " " "
		NY	DE 5-6600	200	20,21	"	"	" " " "
		TW	OX 5-4525	250	8,7	"	"	" " " "
		UA	IL 8-4900	6000	6,22,5	"	"	" " " "
(Idlewild)		AA	HA 4-7600	10000	5,9,10,15,50,50c,52	"	"	" " " "
		AET	CL 6-6160	550	7	....	....	.....
		AERONAVES	ST 6-7341	...	14a	....	....	.....
		AF	CL 6-5800	200	7	1.00	2.00	R T AC
		AVIANCA	ST 6-7341	660	7	....	....	" " "
		AZ	JU 2-6500	440	15,53c	1.00	2.00	" " "
		BA	CL 6-5600	11100	11,8	....	....	" " "
		BN	CL 6-5243	6000	50,50c	1.00	2.00	" " "
		CUBANA	.....	200	3,22,7	...	....	.....
		DL	CL 6-5822	200	8,10,53,55	1.00	2.00	R T G AC
		EA	CL 6-7020	6000	6,7,10,19,52,23,53b	"	"	" " " "
		LH	CL 6-5560	...	7	...	....	" " "
		LY	CL 6-5290	650	8	...	....	" " "
		KLM	WH 4-3480	10000	10,15,23,53	.55	1.75	" " "
		NA	OX 7-8181	10000	9,5,10,7,6,52,23,53	1.00	2.00	" " " "
		NE	CL 6-5398	200	6,50,55	"	"	" " " "
		NW	CL 6-5250	2000	6,10,53b,32,15a,50c	"	"	" " " "
		NY	DE 5-6600	200	20,21	"	"	" " " "
		PAA	EX 2-5700	5500	2,10,30,15,53	"	"	" " " "

U.S.A. AND CANADIAN CITY DIRECTORY

Location	Code	Carriers	Telephone	Maximum Weight	Aircraft	Pick Up and Delivery Per 100 Lb.	Pick Up and Delivery Minimum	Surface and Customs Facilities
NEW YORK, N.Y. (Idlewild Con't.)	IDL							
		RD	OL 6-5748	10000	1,2,15	1.00	2.00	R T G AC
		SAB	.....	440	14,9,5,15, 10	"	"	" " " "
		SN	JU 6-1050	400	5,6,15	...	....	" " " "
		SK	OL 7-8000	1000	5,6,10	...	....	" " " "
		SR	FL 7-4433	6000	2,6	...	....	" " " "
		TC	JU 6-3210	500	22	1.00	2.00	" " " "
		TRC	OL 6-9997	4000	4,6,2	"	"	" " " "
		TW	CK 5-4525	7500	8,7,23, 50,55,50c	"	"	" " " "
		UA	OL 6-3777	6000	5,10,15,6 53,50c,56	"	"	" " " "
(Newark)	EWR	AA	MA 3-4062	6000	9,5,15, 10,52	1.00	2.00	R T G AC
		LA	MI 3-3888	200	3,19,9	"	"	" " " "
		BN	MA 3-2041	6000	10,15	"	"	" " " "
		DL	MA 3-3543	6000	1a, 10	"	"	" " " "
		EA	MI 3-8389	6000	10,19,52	"	"	" " " "
		FTL	MA 4-3700	10000	23	"	"	" " " "
		MD	MI 2-0335	200	9,3	"	"	" " " "
		NA	MA 4-1953	400	9,5,6,10,7	"	"	" " " "
		NW	MA 4-8797	200	10,52	"	"	" " " "
		NY	MI 2-8681	200	20,21	"	"	" " " "
		TW	MA 3-5640	3500	8,7,23	"	"	" " " "
		UA	MA 4-8300	6000	15,10,6, 5,22	"	"	" " " "
NEWPORT, V.T	EFK	AIRX	ME 662					
		ME	1099	200	Seasonal			Rc C
NEWPORT NEWS, VA.	PHF	AIRX	5-1253					
		NA	LY 6-1571	200	5,6	.55	1.35	Rc Tc G C
		PI	LY 6-2621	100	3	"	"	" " " "
		UA	LY 6-1141	150	6,22	"	"	" " " "
NIAGARA FALLS, N.Y.	IAG	AIRX	HU 5-1243			.65	1.95	
		AA	EN 9-140	Served through Buffalo, N. Y.				
		LC	.....	Served through Buffalo, N. Y.				
		MO	MF 2-3000	Served through Buffalo, N. Y.				
		AL	SP 4800	Served through Buffalo, N. Y.				
		UA	MF 2-2240	Served through Buffalo, N. Y.				
NOME, ALAS. (K)	OME	AS	MA 199	1000	3,4	.90	1.00	.....
NORFOLK, NEB.	OFK	AIRX	FR 1-9420					
		MO	FR 1-5600	200	3	No Service		.....
NORFOLK, VA.	ORF	AIRX	MA 5-4564					
		NA	UL 3-4378	400	5,6	.55	1.25	R Tc G C
		PI	UL 5-4761	100	3	"	"	" " " "
		RD	.....	Demand Service				
		UA	UL 3-3101	250	6,22	"	"	" " " "
NORTH BAY, ONT.	YYB	TC	3366	500	22	.50	1.00	Rc Tc C
NORTH BEND, ORE.	OTH	AIRX	.....					
		WC	SK 9-1011	150	3	No Service		R T C
NORTH HOLLYWOOD, CALIF. (K)		AIRX	.....					
		LC	ZE 7511	200	20	...	....	LAX
NORTH PLATTE, NEB.	LBF	AIRX	151					
		FL	LE 2-3600	200	9	No Service		Rc IEN
NORWALK, CONN.		AIRX	TE 8-4708					
		NY	.....	200	19	No Service		.....
OAKLAND, CALIF.	OAK	AIRX	TE 2-5030					
		WA	LO 2-6400	150	6,52	.90	1.75	R T SFO
		UA	LO 3-3134	400	9,10	"	"	" " "
OCALA, FLA.	OCA	AIRX	MA 2-4342					
		EA	MA 2-3207	200	19	.55	1.10	R Tc G TPA
OGDEN, UTAH	OGD	AIRX	.....					
		WC	.....			.40	1.10	.....
ODESSA, TEX.	MAF	AIRX	FE 2-3412					
		AA	FE 7-3561	250	5	.40	1.25	Rc Tc ELP
		CO	FE 7-2371	200	9,3	"	"	" " "
OGDENSBURG, N.Y.	OGS	AIRX	24					
		MO	1226	200	3	No Service		Rc Tc C
OIL CITY, PA.	FKL	AIRX	.....					
		AL	ID 2-3125	See Franklin, Pa.				
OKLAHOMA CITY, OKLA.	OKC	AIRX	CE 2-9101					
		AA	ME 2-6378	600	5,9,10, 52,50c	.70	1.40	R T G DAL
		BN	MU 5-5113	500	9,5,52	"	"	" " " "
		CO	MU 5-7791	200	3,22	"	"	" " " "
		CN	MU 5-7744	200	3	"	"	" " " "
		TW	ME 8-3377	400	8,55	"	"	" " " "
OLATHE N.A.S., KAN.			.....	See Kansas City, Mo.				
OLYMPIA, WASH.	OLM	AIRX	6-4721					
		WC	FL 6-6445	150	3	No Service		Rc T C
OMAHA, NEB.	OMA	AIRX	AT 6254					
		BN	WE 0682	500	9,5	.55	1.25	R T G C
		FL	346-8900	200	3,9	"	"	" " " "
		MO	341-9876	200	3	"	"	" " " "
		OZ	HA 7997	200	3,54	"	"	" " " "
		UA	WE 2429	400	5,6,10,53,50c	"	"	" " " "
OMAK, WASH.	OMK	AIRX	241					
		WC	612	150	3	No Service		Rc Tc GEG
ONTARIO, ORE.	ONO	AIRX	162					
		WC	TU 9-5632	150	3	No Service		Rc Tc GEG
ONTARIO, CALIF.	ONT	AIRX	NA 2-1524					
		BL	YU 4-3381	200	54	.65	1.40	Rc Tc LAX
		WA	YU 6-1119	150	6	"	"	" " "
OPHEIM A.F.S., MONT.			.....	See Glasgow, Mont.				
ORANGE, CALIF. (K)		AIRX	KE 8-3165					
		LX	.....	200	200	...	....	LAX
ORLANDO, FLA.	ORL	AIRX	GA 2-5192					
		DL	CH 1-4530	4000	5,1a	.60	1.20	R T G TPA
		EA	4-4524	200	9,19,7, 10,52	"	"	" " " "
		NA	GA 2-0709	5000	9,10,23,52	"	"	" " " "
		RD	GA 5-2696	6000	1,2	"	"	" " " "
OSHKOSH, WISC.	OSH	AIRX	HE 5-9440					
		MO	HE 5-3105	200	3,9	.70	1.35	Rc Tc
OSSINING, N.Y.		NY	ME 1-0056	200	20	No Service		LGA
OTIS A.F.B., MASS.			.....	See Hyannis, Mass.				
OTTAWA, ONT.	YOW	AIRX	CE 2-7371					
		EA	RE 3-5430	200	19	1.00	2.00	Rc Tc AC
		TC	CE 2-9611	300	22	.50	1.00	" " "
OTTUMWA, IA.	OTM	AIRX	MU 2-1824					
		OZ	MU 2-1660	200	3,54	.80	1.60	R T PIA
OWENSBORO, KY.	OWB	AIRX	MU 3-1077					
		EA	MU 3-1585	200	19	.50	1.50	Rc Tc SDF
		OZ	MU 4-2976	200	3,54	"	"	" " "
OXNARD, CALIF.	OXR	AIRX	WO 5-6607					
		PC	HU 3-4614	200	19,54	No Service		Rc Tc LAX
PADUCAH, KY.	PUK	AIRX	2-1676					
		DL	2172	200	9	.55	1.85	Rc Tc EVV
		OZ	3-6238	200	3,54	"	"	" " "
PAGE, ARIZ.	PGA	AIRX	.....					
		BL	MI 5-2404	200	54	...	....	.....
PALATKA, FLA.	PLK	AIRX						
		RD	.....	6000	1	Demand Service		
PALMDALE, CALIF.	PMD	AIRX	WI 7-3392					
		PC	.....	See Lancaster, Calif.				
PALM SPRINGS-INDIO, CALIF.	PSP	AIRX	FA 5-2636					
		BL	32-55053	200	54	No Service		Rc Tc SAN
		WA	FA 5-2709	200	6	"	"	" " "
PANAMA CITY, FLA.	PFN	AIRX	SU 5-4221					
		NA	PO 3-9087	200	9	.80	1.10	R Tc G C
		SO	SU 5-6166	100	3	"	"	" " " "
PANTEX ORDANCE PLANT, TEX.			.....	See Amarillo, Tex.				
PARIS, TEX.	PRX	AIRX	SU 4-3595					
		CN	SU 4-8535	200	3	.60	1.35	Rc T DAL
PARIS, TENN.	PHT	AIRX	.....					
		SO	3300	100	3	.75	1.50	BNA
PARKERSBURG, W.VA.	PKB	AIRX	GA 2-7695					
		AL	HU 5-4541	200	3,19	.60	1.60	Rc Tc PIT
		LC	HU 5-5542	150	3,9	"	"	" " "
		PI	GA 8-6787	100	3	"	"	" " "
PARSONS, KAN.		AIRX	.....					
		CN	.....	...	.....	No Service		.....
PASCAGOULA, MISS.		AIRX	.....					
		SO	.....	...	.....	No Service		.....
PASCO, WASH.	PSC	AIRX	LI 7-4242					
		WC	LI 7-5547	150	3	.55	1.60	Rc Tc GEG
PASO ROBLES, CALIF.	PRB	AIRX	68					
		PC	1700	200	19,54	...	....	Rc Tc LAX
PATTERSON, N.J.	PNJ	AIRX	MU 4-4310					
		NY	.....	200	20	No Service		LGA
PAYETTE, IDA.	PYO	AIRX	.....					
		WC	TU 9-5632	See Ontario, Ore.				
PECOS, TEX.	PEQ	AIRX	HI 5-2781					
		TT	HI 5-2738	150	3	No Service		Rc T ELP
PELLSTON, MICH.	PLN	AIRX	.....					
		MO	LE 9-8484	200	9	.35	.75	Rc C
PENDLETON, ORE.	PDT	AIRX	CR 6-4651					
		UA	CR 6-7211	400	9,5,10	.45	.95	Rc T GEG
		WC	CR 6-2461	150	3	"	"	" " "
PENSACOLA, FLA.	PNS	AIRX	HE 2-5166					
		EA	HE 2-2314	200	9,7,19	.50	.95	Rc T G C
		NA	HE 2-5152	400	9	"	"	" " " "
PENTICTON, B.C.	YYF	CP	2947	200	9	.25	.60	Rc Tc C
PEORIA, ILL.	PIA	AIRX	4-9236					
		AA	7-3555	250	9	.50	1.45	Rc T C
		OZ	7-3548	200	3,54	"	"	" " "
PERRIN A.F.B., TEX.			.....	See Sherman, Tex.				
PERU, IND.	OKK	AIRX	GR 3-7151					
		LC	FI 9-2669	See Kokomo, Ind.				
PETOSKEY, MICH.		MO	DI 7-2923	See Pellston, Mich.				.....
PHELPS COLLINS BASE, MICH.			.....	See Pellston, Mich.				
PHILADELPHIA, PA.	PHL	AIRX	SA 6-8090					
		AA	SA 7-7977	6000	9,5,15, 52,10,50	.65	1.70	R T G C
		AL	SA 9-6650	200	3,19	"	"	" " " "
		DL	SA 7-9912	6000	10,1a,55	"	"	" " " "
		EA	SA 9-2115	200	10,7,19, 52,53b	"	"	" " " "
		FT	SA 6-7100	10000	Served through New York/Newark			
		NA	SA 6-2235	4000	5,6,23,52	.65	1.70	R T G C
		NE	SA 4-0310	200	6,22,55	"	"	" " " "
		PAA	LO 8-1360	1100	50,53	"	"	" " " "
		RD	SA 6-9133	6000	1,2,15	"	"	" " " "
		TW	LO 8-3230	4000	8,7,50,23	"	"	" " " "
		UA	SA 7-9234	6000	5,6,10,3, 15,53,22	"	"	" " " "

U.S.A. AND CANADIAN CITY DIRECTORY

Location	Code	Carriers	Telephone	Maximum Weight	Aircraft	Pick Up and Delivery Per 100 Lb.	Pick Up and Delivery Minimum	Surface and Customs Facilities
PHILIPSBURG, PA.	PSB	AIRX	DI 2-3510					
		AL	DI 2-1670	200	3,19	.80	1.80	Rc PHL
PHOENIX, ARIZ.	PHX	AIRX	BR 5-0351					
		AA	AL 8-6761	600	5,10,50e	.55	1.40	Rc Tc G DUG
		HL	BR 5-4502	200	54	"	"	" " " "
		CO	273-1331	500	10,22,50	"	"	" " " "
		FL	BR 5-7521	200	3,9	"	"	" " " "
		TW	BR 5-5487	400	8,7,55	"	"	" " " "
		WA	BR 5-6271	200	52	"	"	" " " "
PICATINNY ARSENAL, N. J.			.....	See Newark, N. J.				
PIERRE, S. D.	PIR	AIRX	CA 4-4801					
		NO	CA 4-5846	200	3	No Service		Rc Tc CMA
		WA	CA 4-7372	200	6	"	"	" " "
PINE BLUFF, ARK.	PBF	AIRX	JE 4-0031					
		TT	JE 8612	150	3	.55	1.10	Rc MEM
PINEHURST, N.C.	SOP	AIRX	OX 5-3001					
		PI	OX 2-8941	...	.....	1.00	1.00	.....
PITTSBURG, KAN.	PTS	AIRX	AD 1-1240					
		OZ	3600	200	3,54	No Service		Rc
PITTSBURGH, PA.	PIT	AIRX	SP 1-2442					
		AA	SP 1-2255	200	5	.80	1.55	R T G C
		AL	SP 1-3514	200	3,19	"	"	" " " "
		EA	SP 1-3100	200	9,7,19,10	"	"	" " " "
		LC	SP 1-4938	150	3	"	"	" " " "
		NW	SP 1-1000	200	6,52	"	"	" " " "
		TW	EX 1-3240	400	8,7,50, 55	"	"	" " " "
		UA	FE 1-6137	200	10,53,6,4, 8,22,5,50e	"	"	" " " "
PITTSFIELD, MASS.	PSF	AIRX	HI 2-6921					
		MO	2-8635	100	3	.80	1.30	Rc Tc BDL
		NE	HI 7-9857	200	3	"	"	" " "
PLAINVIEW, TEX.	PVW	AIRX	CA 4-2392					
		CN	CA 4-7829	200	3	.40	.85	DAL
PLATTSBURG, N. Y.	PLB	AIRX	JO 3-0610					
		EA	1983	200	19	.55	1.10	Rc Tc MAL
POCATELLO, IDA.	PIH	AIRX	CE 2-2891					
		WA	CE 2-8756	200	6	.55	1.15	Rc Tc G GTF
		WC	CE 2-3584	150	3	"	"	" " " "
POMONA, CALIF. (K)	JPO	AIRX	NA 2-1524					
		LX	NA 9-7066	200	20	...	....	LAX
PONCA CITY, OKLA.	PNC	AIRX	RO 5-70171					
		CN	RO 2-1611	200	3	No Service		Rc T MKC
PONTIAC, MICH.	PTK	AIRX	FE 4-7166					
		NO	OR 4-0487	200	9	No Service		Rc Tc YIP
POPE A.F.B., N. C.			.....	See Fayetteville, N. C.				
PORT ANGELES, WASH.	CLM	AIRX	GL 7-6631					
		WC	GL 7-3101	150	3	No Service		Rc T C
PORT ARTHUR, ONT.	YQT	TC	MA 2-0641	...	22	.50	1.00	Rc Tc C
		NO	See Fort William, Ont.					
PORT ARTHUR, TEX.	BPT	AIRX	2-4331					
		DL	YU 2-4321	300	9	.55	1.50	Rc T C
		EA	YU 3-3317	200	9,10	"	"	" " "
		TT	TA 2-3421	...	.....	"	"	" " "
PORT HURON, MICH.	PHN	AIRX	YU 4-4134					
		NO	EM 4-6666	200	3	No Service		Rc Tc YIP
POINT MUGU N.A.S., CALIF.			.....	See Los Angeles, Calif.				
PORTLAND, ME.	PWM	AIRX	SP 4-5791					
		NE	SP 4-3941	200	3,6,22	.60	1.35	
PORTLAND, ORE.	PDX	AIRX	CA 8-8411					
		AS	AT 8-5073	1000	4,6	.65	1.50	R T G C
		FT	AT 1-1158	10000	1	"	"	" " " "
		NW	AT 8-5811	300	6,10,52, 53b,50c	"	"	" " " "
		PAA	CA 7-6675	1100	50,53	"	"	" " " "
		PC	AT 8-6101	200	19,54	"	"	" " " "
		PN	AT 8-5043	...	3,4,8	"	"	" " " "
		UA	AT 7-2411	6000	9,6,10,5 53,50c,15	"	"	" " " "
		WA	AT 4-5656	200	52,50c	"	"	" " " "
		WC	AT 8-5551	150	3	"	"	" " " "
PORTSMOUTH, OHIO	PMH	AIRX	EL 3-4186					
		LC	EL 9-6321	150	3	.80	1.60	.....
POUGHKEEPSIE, N.Y.	POU	AIRX	GR 1-2800					
		MO	GR 1-3900	100	3	No Service		Rc Tc ALB
POWELL, WYO.	POY	AIRX	SK 4-4151					
		FL	SK 4-4222	200	3	No Service		Rc Tc GTF
PRESCOTT, ARIZ.	PRC	AIRX	26					
		HL	HI 5-2812	200	54	.65	1.20	Rc Tc DUG
		FL	HI 5-2100	200	3	"	"	" " "
PRESQUE ISLE, ME.	PQI	AIRX	6-811					
		NE	PO 4-6931	200	3,6	No Service		R T HUL
PRINCE GEORGE, B.C.	YXS	CP	.....	200	3,6,9	...	....	Rc Tc C
PRINCE RUPERT, B.C.	YPR	CP	3213	200	.....	No Service		Rc C
PRINCETON, W.VA.	HLF	AIRX	DA 7-9217					
		PI	EM 0500	100	3	No Service		Rc INT
PROVIDENCE, R.I.	PVD	AIRX	DE 1-0140					
		AL	RN 9-3100	200	9,19	.50	1.50	R T C
		EA	RE 7-9616	200	10,7,52	"	"	" " "
		FT	EL 1-8500	Served through Boston, Mass.				
		MA	RE 9-1405	200	5	.50	1.50	R T C
		UA	TE 1-6950	400	10	"	"	" " "
PUEBLO, COLO.	PUB	AIRX	LI 4-0037					
		CN	.....	...	.....	.55	1.25	Rc T G DEN
		CO	WH 8-3316	200	3,22	"	"	" " " "
		FL	WH 8-3323	200	3	"	"	" " " "
PULLMAN, WASH.	PUW	AIRX	LO 8-5501					
		WC	LO 7-3761	150	3	.55	1.60	Rc Tc CEC
QUANTICO MARINE CORPS SCHOOL, VA.				See Washington, D. C.				
QUEBEC CITY, QUE.	YQB	TC	MU 3-3685	600	22	.75	1.00	Rc Tc C
QUESNEL, B.C.	YQZ	CP	60	200	3	No Service		Rc Tc
QUINCY, ILL.	UIN	AIRX	BA 2-0123					
		OZ	BA 2-3442	200	3,54	.75	1.75	Rc Tc STL
RADFORD ARSENAL, VA.			.....	See Roanoke, Va.				
RALEIGH, N.C.	RDU	AIRX	VA 8-4421					
		EA	TE 2-7380	200	19,7,9,52	.70	1.50	Rc T G C
		FI	VA 8-5721	100	3	"	"	" " " "
		UA	TE 2-3876	150	22	"	"	" " " "
RAPID CITY, S. D.	RAP	AIRX	FI 2-0150					
		FL	FI 3-6361	200	3,9	1.05	1.10	Rc Tc DEN
		NO	FI 3-5544	200	3	"	"	" " "
		WA	FI 2-7110	200	6	"	"	" " "
RANDOLPH A.F.B., TEX.			.....	See San Antonio, Tex.				
RARITAN ARSENAL, N.J.			.....	See Newark, N. J.				
RAVENNA ARSENAL, OHIO			.....	See Akron, Ohio				
RAWLINGS, WYO.	RWL	AIRX	EA 4-3362					
		FL	EA 4-4571	200	3	No Service		Rc Tc DEN
READING, PA.	RDG	AIRX	FR 4-1191					
		AL	FR 4-4508	200	3,19	.45	1.35	R Tc PHL
		EA	FR 5-8565	200	19	"	"	" " "
		TW	FR 6-7353	250	8	"	"	" " "
RED BLUFF, CALIF.	RBL	AIRX	LA 7-4601					
		PC	LA 7-1701	200	3	No Service		Rc Tc ACV
REDDING, CALIF.	RDD	AIRX	CH 1-3613					
		PC	CH 3-1211	200	3,54	.80	1.60	Rc Tc ACV
REDMOND, ORE.	RDM	AIRX	LI 8-2217					
		WC	LI 8-2976	See Bend, Ore.				
REED CITY, MICH.	RCT	AIRX	.....					
		NO	TE 2-2361	200	9	No Service		Rc Tc
REESE A.F.B., TEX.			.....	See Lubbock, Tex.				
REGINA, SASK.	YQR	TC	LA 2-5622	500	22	.50	1.00	Rc Tc C
		NO	LA 7-8255	200	5	No Service		.....
RENO, NEV.	RNO	AIRX	FA 9-0466					
		HL	FA 9-0001	200	54	.50	1.25	Rc Tc G SFO
		UA	FA 9-1020	400	9,5,10,6	"	"	" " " "
		WA	FA 3-1801	200	6	"	"	" " " "
RHINELANDER, WISC.	RHI	AIRX	FO 2-2321					
		NO	FO 2-6316	200	3	No Service		Rc Tc
RICHLAND, WASH.	PSC	AIRX	LI 7-4242					
		WC	LI 7-5547	See Pasco, Wash.				
RICHMOND, IND.	RID	AIRX	2-2421					
		LC	4-1121	150	3	.75	1.50	.....
RICHMOND QUARTERMASTER DEPOT, VA.				See Richmond, Va.				
RICHMOND, VA.	RIC	AIRX	EL 8-2301					
		EA	FA 4105	200	19,7,10, 52	.80	1.50	R T C
		MA	RE 7-4186	200	9,6	"	"	" " "
		PI	RE 7-4101	100	3	"	"	" " "
		UA	RE 7-4117	150	10,22,5	"	"	" " "
RIMOUSKI, P.Q.	YRW	QBA	.....	400	3	...	....	.....
RIO VISTA DEPOT ACTIVITY, CALIF.			.....	See Sacramento, Calif.				
RIVERBANK ORDANCE PLANT, CALIF.			.....	See Modesto, Calif.				
RIVERSIDE, CALIF.	JRD	AIRX	.....					
		HL	OV 8-6221	200	54	No Service		Rc LAX
RIVERTON, WYO.	RIW	AIRX	UL 6-9660					
		FL	UL 6-9226	200	3,9	No Service		Rc Tc DEN
ROANOKE, VA.	ROA	AIRX	DI 4-4962					
		AA	EM 6-3455	200	9	.45	1.00	R T G RIC
		EA	6-0351	200	19,9	"	"	" " " "
		FI	EM 6-0381	100	19	"	"	" " " "
ROCHESTER, MINN.	RST	AIRX	AT 2-2706					
		SN	AT 9-4591	200	9	.55	1.25	Rc T G C
		NW	AT 2-1709	2000	6,10,52, 15a	"	"	" " " "
		OZ	3333	200	3,54	"	"	" " " "
ROCHESTER, N.Y.	ROC	AIRX	LO 2-9400					
		AA	FA 8-4040	500	5,9,10,52	.55	1.25	R Tc G AC
		FT	BA 5-1473	Served through Buffalo, N. Y.				
		MO	FA 8-1550	200	9,3	.55	1.25	R Tc G AC
		UA	BE 5-8524	250	3,22,5,6	"	"	" " " "
ROCKFORD, ILL.	RFD	AIRX	WO 3-0471					
		OZ	5-0661	200	3,54	.75	1.75	.....
ROCKLAND, ME.	RKD	AIRX	LY 4-4341					
		NE	LY 4-4424	200	3	No Service		Rc C
ROCK ISLAND ARSENAL, ILL.			.....	See Moline, Ill.				
ROCK SPRINGS, WYO.	RKS	AIRX	EM 2-3581					
		FL	EM 2-5522	200	3	.55	1.10	Rc Tc DEN
ROCKY MOUNT, N.C.	RMT	AIRX	2-2128					
		PI	GI 2-7475	100	3	.55	1.60	Rc Tc RDU
ROME, GA.	RMG	AIRX	6628					
		EA	2-1521	200	19	.45	1.10	Rc T ATL
ROME, N.Y.	UCA	AIRX	RA 4-3141					
		MO	FF 7-7000	See Utica, N. Y.				
ROSEBURG, ORE.	RBG	AIRX	OR 3-4515					
		WC	OR 3-3231	150	3	No Service		R T OTH
ROSWELL, N.M.	ROW	AIRX	MA 2-9160					
		CO	MA 2-7432	200	3	.35	.75	Rc Tc ELP

Location	Code	Carriers	Telephone	Maximum Weight	Aircraft	Pick Up and Delivery Per 100 Lb.	Pick Up and Delivery Minimum	Surface and Customs Facilities
ROSS BAY, LAB.	YRF	QBA	.....	400	3	...	....	.....
ROUYN, QUE.	YUY	TC	RO 2-2222	200	22	.75	1.00	Rc Tc C
RUPERT, IDA.	HYI	AIRX	HE 6-3491					
		WC	OR 8-7402	150	3	No Service		R T GTF
RUTHERFORD, N.J.	RTF	AIRX	PR 7-2016					
		NY	.....	200	20	No Service		LGA
RUTLAND, VT.	RUT	AIRX	PR 3-8688					
		EA	PR 3-6990	200	19	.65	1.10	Rc Tc BTV
SACRAMENTO, CALIF.	SAC	AIRX	GI 1-1235					
		PC	GA 8-7200	200	19,3,54	.60	1.35	R Tc G SFO
		UA	GA 1-1000	400	9,5,10	"	"	" " " "
		WC	GA 1-2440	150	3	"	"	" " " "
SAFFORD, ARIZ.	SAD	AIRX	DA 563					
		FL	1004	200	3	No Service		Rc DUG
SAGINAW, MICH.	MBS	AIRX	FL 2-3175					
		NO	OX 5-4091	200	3,9	.75	1.55	Rc Tc C
		UA	OX 5-6371	250	22,6	"	"	" " "
SAGUENAY, QUE.	YBG	TC	LI 3-7788	250	22	No Service		.....
SAINT JOHN, N.B.	YSJ	TC	OX 3-1231	500	22,13	.50	1.00	Rc Tc C
ST. ALBANS A.F.S., VT.			.....	See Burlington, Vt.				
ST. JOHN'S N'FLD.	YYT	TC	7011	1000	22	.50	1.00	Rc Tc C
		MAR	.....	500	3,1,4	...	....	E T A
ST. JOSPEH, MO.	STJ	AIRX	AD 4-1677					
		FL	AD 4-7919	200	3,9	.55	1.35	Rc Tc C
ST. JOSEPH, MICH.		NO	WA 7-3118	...	.....	No Service		.....
ST. LOUIS, MO.	STL	AIRX	PE 1-2266					
		AA	PE 1-5006	7000	9,5,10,15,52,50c	.75	1.65	R T G C
		BN	PE 1-2243	200	9,22	"	"	" " " "
		CN	PE 1-2231	200	3	"	"	" " " "
		DL	PE 1-2194	6000	9,5,10, 1a, 55	"	"	" " " "
		EA	PE 1-0510	200	9,19,10, 52,7	"	"	" " " "
		OZ	PE 1-0990	200	3,54	"	"	" " " "
		TW	GE 6-4800	7500	8,7,50,23, 55	"	"	" " " "
ST. PAUL, MINN.	MSP	AIRX	CA 2-7751	See Minneapolis, Minn.				
ST. PETERSBURG, FLA.		AIRX	ST 7-4346					
	PIE	EA	HE 5-2121	200	7,9,10	.75	1.50	R Tc G AC
		DL	HE 6-7754	300	5	"	"	" " " "
		NA	HE 5-2161	200	9,52	"	"	" " " "
		NE	TA 7-8492	Served through Tampa, Fla.				
		NW	HE 6-9181	200	52	.75	1.50	" " " "
		RD	RE 6-1351	6000	1	"	"	" " " "
		TC	5-7611	Served through Tampa, Fla.				
		TW	OR 1-6111	Served through Tampa, Fla.				
		UA	RE 6-5109	Served through Tampa, Fla.				
SALEM COAST GUARD AIR STATION, MASS.				See Boston, Mass.				
SALEM, ORE.	SLE	AIRX	EM 3-4464	"				
		UA	EM 2-2441	300	9	.55	1.10	Rc T G PDX
		WC	JU 1-2448	150	3	"	"	" " " "
SALINA, KAN.	SLN	AIRX	TA 7-0109					
SALINAS, CALIF.	SNS	AIRX	HA 4-5476					
		UA	HA 4-7686	200	9	.65	1.25	R T SFO
SALISBURY, MD.	SBY	AIRX	PI 9-4411					
		AL	PI 9-3158	200	3	.50	2.10	Rc T
SALT LAKE CITY, UTAH		AIRX	EL 5-1771					
	SLC	HL	DA 8-8656	200	54	.40	1.10	R Tc G DEN
		FL	EM 3-6796	200	3,9	"	"	" " " "
		FT	.....	...	.....	"	"	" " " "
		UA	DA 8-8044	6000	9,5,6,10, 15,50c	"	"	" " " "
		WA	EM 4-1471	200	6,52, 50,50c	"	"	" " " "
		WC	DA 8-0576	150	3	"	"	" " " "
SAN ANGELO, TEX.	SJT	AIRX	2-1696					
		CO	7196	200	3,22	.50	1.10	Rc Tc SAT
		TT	8193	150	3	"	"	" " "
SAN ANTONIO, TEX.	SAT	AIRX	TA 2-3891					
		AA	TA 4-1401	6000	5,15,10,50c.	.55	1.10	R T G C
		BN	TA 2-3351	500	52,9,50,50c"	"	"	" " "
		CMA	CA 5-6303	...	4,5	...	....	" " " "
		CO	TA 4-5309	400	10,5,6, 50,22	.55	1.10	" " " "
		EA	TA 6-3230	200	9,10,52, 53b	"	"	" " " "
		TT	TA 6-6301	150	3	"	"	" " " "
SAN BENITO, TEX.	HRL	AIRX	EX 9-1881					
		TT	GA 3-4200	150	3	No Service		Rc DAL
SAN BERNARDINO, CALIF.		AIRX	TU 4-4131					
	ONT	LX(E)	TU 9-4000	200	20	...	....	Rc LAX
		WA	YU 6-1119	200	6	No Service		" "
SAN DIEGO, CALIF.	SAN	AIRX	BE 3-7238					
		AA	CY 6-6128	6000 10000	5,10,50c via LAX	.65	1.50	Rc T G AC
		HL	CY 6-6144	200	54	"	"	" " " "
		DL	CY 7-3735	250	10	"	"	" " " "
		FT	CY 6-6273	6000	Served through Burbank, Calif.			
		NA	CY 8-3657	200	52	.65	1.50	Rc T G AC
		UA	BE 4-7171	400	9,5,10,53, 50c	"	"	" " " "
		WA	CY 8-8861	200	6,52	"	"	" " " "
SANDSPIT, B.C.	YZP	CP	.....	200	3	No Service		.....
SAN FRANCISCO, CALIF.		AIRX	EX 2-3100					
	SFO	AA	YU 2-4620	6000	5,10,15, 50,50c	.90	1.75	R T G AC
		DL	.....	...	.....	"	"	" " " "
		FT	PL 5-9405	10000	1,15,23	"	"	" " " "
		JL	JU 3-3612	13000	6	...	....	" " " "
		NA	JU 3-2707	200	52	.90	1.75	" " " "
		PAA	EX 7-1414	5500	15,50,53	"	"	" " " "
		PC	PL 5-9200	200	3,19,54	"	"	" " " "
		TW	YU 2-5800	7500	8,7,50, 23,55	"	"	" " " "
		UA	JU 8-2424	6000	9,15,6,10, 53,50c,5	"	"	" " " "
		WA	JU 9-4740	200	6,52,50, 50c	"	"	" " " "
		WC	PL 6-8555	150	3	"	"	" " " "
SAN JOSE, CALIF.	SJC	AIRX	CY 2-0434					
		PC	CY 5-5408	200	3,19,54	1.10	2.20	Rc Tc SFO
SAN JUAN, P.R.	SJU	DL	9-0045	200	9	.65	1.35	R AC
		AVIANCA	.....	...	7	...	....	.....
		EA	9-0020	6000	10,6,23, 53b, 7	.65	1.35	Rc Tc AC
		PAA	3-8000	5500	2,6,50, 53	.60	1.50	T AC
		RD	9-0360	10000	1,2,15	...	....	" " "
		TRC	9-0037	4000	4,6,2	...	....	" " "
SAN LUIS OBISPO, CALIF.		AIRX	613-8334					
		PRB PC	EN 1-1513	...	.....	No Service		.....
SANTA ANA, CALIF.	SNA	AIRX	KI 2-1269					
		HL	KI 5-1146	200	54	.70	1.60	Rc Tc LAX
		LX(E)	KE 5-2633	200	20	...	....	" " "
SANTA BARBARA, CALIF.		AIRX	WO 5-6607					
		SBA PC	WO 8-5121	Freight Service suspended				
		UA	WO 7-1255	200	9	.70	1.45	R T LAX
SANTE FE, N.M.	SAF	AIRX	3-6451					
		CO	YU 3-6397	200	3,22	1.05	1.10	Rc Tc G ELP
SANTA MARIA, CALIF.	SMX	AIRX	WA 5-5500					
		PC	WA 5-8835	200	3,19,54	.55	1.10	Rc Tc LAX
SANTA MONICA, CALIF.	SMO	LX(E)	EX 3-8287	200	20	...	....	Rc LAX
SANTA ROSA, CALIF.	STS	AIRX	LI 6-1882					
		PC	LI 2-7095	200	3,19	No Service		Rc Tc SFO
SARANAC LAKE, N.Y.	SLK	AIRX	SL 189					
		EA	2052	200	19	.65	1.25	Rc Tc MAL
SARATOGA SPRINGS A.F.S., N. Y.			.....	See Albany, N. Y.				
SARASOTA, FLA.	SRQ	AIRX	RI 6-3565					
		NA	EL 5-6447	200	9,52	.50	1.00	R Tc TPA
		RD	.....	...	Demand Service			
		EA	355-5179	200	7,9,19,52	.50	1.00	" " "
SASKATOON, SASK.	YXE	TC	8224	400	22	.50	1.00	Rc Tc C
SAULT STE.MARIE, MICH.		AIRX	ME 2-8461					
	INR	NO	GY 5-2215	200	3,9	.50	1.00	Rc Tc G AC
SAULT STE.MARIE, ONT.		TC	AL 5-5666	200	22	.35	1.00	Rc Tc C
SAVANNAH, GA.	SAV	AIRX	AD 2-1125					
		DL	AD 3-2067	300	9	.75	1.50	R T G C
		EA	AD 3-6651	200	19	"	"	" " " "
		NA	AD 6-8234	200	9,6	"	"	" " " "
SCOTT A.F.B., ILL.			.....	See St. Louis, Mo.				
SCOTTSBLUFF, NEB.	BFF	AIRX	ME 2-2516					
		FL	ME 5-2067	200	3,9	.55	1.10	Rc Tc DEN
SCHEFFERVILLE, P.Q.	YKL	QBA	.....	400	3	...	....	.....
SCRANTON, PA.	AVP	AIRX	DI 7-2083	See Wilkes-Barre, Pa.				
SEAL BEACH AMMUNITION DEPOT, CALIF.				See Long Beach, Calif.				
SEATTLE, WASH.	SEA	AIRX	CH 2-4241					
(Seattle-Tacoma)		AS	CH 2-0600	1000	4,6	.60	1.65	Rc Tc G AC
		NW	CH 3-4500	2000	6,10,52, 53b,15a	"	"	" " " "
		PAA	MA 4-2121	1100	6,50,53	"	"	" " " "
		PN	CH 3-1079	...	4,8,16	"	"	" " " "
		TC	CH 2211	300	22	"	"	" " " "
		UA	CH 4-4000	6000	9,6,10,15, 53,50c,5	"	"	" " " "
		WA	CH 3-5800	200	52,50c	"	"	" " " "
		JL		6000	53b	"	"	" " " "
(Boeing Field)		FT	PA 3-5916	10000	1	"	"	" " " "
		WC	PA 5-5500	150	3	"	"	" " " "
SELMA, FLA.	SES	AIRX	TR 4-8101					
		DL	4-7581	200	3	.50	1.00	Rc Tc ATL
SENECA ORDANCE DEPOT, N. Y.			.....	See Ithaca, N. Y.				
SEVEN ISLANDS, QUE.	YZV	TC	.....	600	22	.65	1.00	Rc Tc C
SHARPE GENERAL DEPOT, CALIF.			.....	See Stockton, Calif.				
SHAW A.F.B., S.C.			.....	See Columbia, S. C.				
SHEFFIELD, ALA.	MSL	AIRX	EV 3-6414					
		EA	EV 3-5521	200	9	65	1.60	Rc T BHM
		SO	EV 3-4581	200	3	"	"	" " "
SHELBYVILLE, TENN.	THA	AIRX	MU 4-7732					
		SO	GL 5-5945	See Tullahoma, Tenn.				
SHEPPARD A.F.B., TEX.			.....	See Wichita Falls, Tex.				
SHERIDAN, WYO.	SHR	AIRX	OR 4-4571					
		WA	OR 4-2424	200	6	.50	1.00	Rc Tc GTF
SHERMAN, TEX.	SWI	AIRX	TW 2-6943					
		CN	TW 2-4328	200	3	No Service		Rc Tc DAL

U.S.A. AND CANADIAN CITY DIRECTORY

Location	Code	Carriers	Telephone	Maximum Weight	Aircraft	Pick Up and Delivery Per 100 Lb.	Pick Up and Delivery Minimum	Surface and Customs Facilities
SHREVEPORT, LA.	SHV	AIRX	3-4371					
		BN	ME 1-7451	200	9,5	.65	1.35	Rc T DAL
		DL	6-1831	3000	9,8,19	"	"	" " "
		TT	6-4571	150	3	"	"	" " "
SIDNEY, MONT.	SDY	AIRX	59					
		FL	838	200	3	No Service		Rc T GTF
SIDNEY, NEB.	SNY	AIRX	3025					
		FL	3542	200	3	No Service		DEN
SIERRA ORDANCE DEPOT, CALIF.			.....	See Reno, Nev.				
SILVER CITY, N. M.	SVC	AIRX	538-9481					
		FL	538-3021	200	3	No Service		Rc T DUG
SILVER SPRING, MD. NAVAL ORDANCE LAB.				See Washington, D. C.				
SIOUX ORDANCE DEPOT, NEB.			.....	See Sidney, Neb.				
SIOUX CITY, IA.	SUX	AIRX	5-7651					
		BN	8-5553	200	9	.45	.95	R Tc OMA
		NO	8-0591	200	3	"	"	" "
		OZ	5-6308	200	3,54	"	"	" " "
SIOUX FALLS, S.D.	FSD	AIRX	4-4067					
		BN	4-6051	200	9	.55	1.10	Rc Tc G MSP
		NO	ED 4-9943	200	3	"	"	" " " "
		WA	KD 4-4994	200	6	"	"	" " " "
SMITHERS, B.C.	YYD	CP	.....	200	1,3,6,9	...	....	.....
SOUTH BEND, IND.	SBN	AIRX	AT 9-2441					
		FL	AT 8-4441	Served through Chicago, Ill.				
		LC	CE 3-5181	150	3	.55	1.30	R T CHI
		NO	CE 2-2067	200	3,9	"	"	" " "
		TW	CE 2-1414	250	8	"	"	" " "
		UA	CE 2-4811	200	6,5	"	"	" " "
SOUTH WEYMOUTH N.A.S., MASS.			.....	See Boston, Mass.				
SOUTHERN PINES, N.C.	SOP	AIRX	OX 5-3001					
		PI	OX 2-8941	100	3	1.00	1.00	Rc Tc RDU
SPARTANBURG, S.C.	SPA	AIRX	7591					
		DL	7131	200	9	.45	1.10	R T ATL
		EA	3-6326	200	19,9	"	"	" " "
		SO	585-5532	100	3	"	"	" " "
SPOKANE, WASH.	GEG	AIRX	ME 4-1261					
		NW	MA 4-3213	200	6,10,52	.60	1.75	R T G C
		UA	TE 8-8222	300	9,10	"	"	" " " "
		WC	KI 7-2255	150	3	"	"	" " " "
SPRINGFIELD, ILL.	SPI	AIRX	SP 4-4821					
		AA	8-3464	250	9	.40	1.10	Rc T G C
		OZ	8-9677	200	3,54	"	"	" " " "
SPRINGFIELD, MASS. (Bradley Field)	BDL	AIRX	RE 6-0331			.65	1.40	
		AL	ST 8-0959	Served through Hartford, Conn.				
		AA	RE 7-3774	Served through Hartford, Conn.				
		EA	RE 2-6275	Served through Hartford, Conn.				
		FT	RE 4-5675	Served through Hartford, Conn.				
		NE	MA 3-4418	Served through Hartford, Conn.				
		TW	RE 7-4384	Served through Hartford, Conn.				
(Barnes Field)		UA	RE 9-3851	4000	5,9,10,15	.65	1.25	R Tc
		NO	RE 7-0107	200	3	"	"	" " C
SPRINGFIELD, MO.	SGF	AIRX	UN 2-5522					
		AA	4-1871	250	9	.60	1.45	R Tc G MKC
		DL	4-7353	200	9	"	"	" " " "
		OZ	4-6861	200	3,54	"	"	" " " "
SPRINGFIELD, OHIO	SGH	AIRX	FA 3-3791					
		LC	EN 5-6408	See Dayton, Ohio				
STAMFORD, CONN.	SCC	AIRX	DA 3-1138					
		NY	DA 3-8785	200	20	No Service		LGA
STATE COLLEGE, PA.	PSB	AIRX	EL 5-2030					
		AL	DI 2-1670	See Philipsburg, Pa.				
STAUNTON, VA.	SHD	AIRX	TU 6-7064					
		PI	EN 276	100	3	.75	1.50	Rc Tc DCA
STEPHENVILLE, N'FLD.	YJT	TC	5132	1000	22	.35	.75	Rc Tc AC
		MAR	3-2144	500	3,1,4	...	....	R T A
STERLING, COLO.	STK	AIRX	LA 2-0324					
		FL	LA 2-5445	200	3	...	....	.....
STEVENS POINT, WISC.	STE	AIRX	DI 4-5410					
		NO	DI 4-2233	200	3	No Service		Rc Tc
STILLWATER, OKLA.	SWO	AIRX	FR 2-8668					
		CH	FR 2-2647	200	3	No Service		Rc Tc DAL
STOCKTON, CALIF.	SCK	AIRX	HO 6-8995					
		PC	HO 6-2361	200	3	.80	1.85	Rc Tc G SFO
		UA	HO 6-9755	300	9	"	"	" " " "
STUART, FLA.	SUA	AIRX	.....					
		RD	933	6000	Demand Service			
STUTTGART, ARK.	SGT	AIRX	WA 3-5231					
		TT	WA 2-6200	150	3	No Service		Rc Tc MEM
SUDBURG, ONT.	YSB	TC	OS 4-4248	400	22	.50	1.00	Rc Tc C
SUNFLOWER ORDANCE WORKS, KA.			.....	See Kansas City, Mo.				
SUN VALLEY, IDA.	SUN	AIRX	3932					
		WC	340	150	See Hailey, Ida.			
SUPERIOR, WISC.	DLH	AIRX	RX 4-4743					
		NO	RX 2-4755	See Duluth, Minn.				
SWIFT CURRENT, SASK.	YXN	TC	2945	200	,	.70	.75	Rc Tc C
SYDNEY, N.C.	YQY	TC	4546	1000	13,22	.50	1.00	Rc Tc C
SYRACUSE, N.Y.	SYR	AIRX	GL 4-0311					
		AA	GL 4-2423	500	9,5,10,52	.50	1.35	Rc Tc G C
		EA	GR 1-2141	200	7,19,10	"	"	" " " "
		MO	HA 2-1121	200	9,3	"	"	" " " "

Location	Code	Carriers	Telephone	Maximum Weight	Aircraft	Pick Up and Delivery Per 100 Lb.	Pick Up and Delivery Minimum	Surface and Customs Facilities
TACOMA, WASH.	SEA	AIRX	MA 7-3191					
		WA	BR 2-5188	200	50c,52	.65	1.75	Rc Tc AC
		NW	FU 3-4316	See Seattle, Wash.				
TALLAHASSEE, FLA.	TLH	AIRX	2-8289					
		EA	3-3802	200	19,9	.50	1.50	R T G PFN
		NA	2-4410	200	9	"	"	" " " "
TAMPA, FLA.	TPA	AIRX	2-8355					
		ASA	HE 5-2151	...	1	...	....	R T G AC
		EA	RE 6-2461	200	7,19,9,52,10,53b	.75	1.50	" " " "
		DL	RE 7-5154	350	10,53a	"	"	" " " "
		NA	RE 6-9833	400	9,5,52,6,10,53	"	"	" " " "
		NE	RE 6-2987	200	6,55	"	"	" " " "
		NW	RE 6-5151	200	52	"	"	" " " "
		RD	RE 6-1351	6000	1	"	"	" " " "
		TC	EN 5-7611	350	7	"	"	" " " "
		TW	RE 6-4108	250	7	"	"	" " " "
		UA	RE 6-5109	200	5,6	"	"	" " " "
TEMPLE, TEX.	TPL	AIRX	PR 3-2016					
		OO	PR 3-5222	200	3	.55	1.35	Rc Tc G SAT
TERRACE, B.C.	YXT	CP	152	200	3	.25	.60	Rc
TERRE HAUTE, IND.	HUF	AIRX	C-2396					
		LC	L-6159	150	3	.65	1.35	R Tc EVV
		TW	LI 1234	150	8	"	"	" " "
TETERBORO, N.J.	TEB	AIRX	PR 7-2016					
		NY	.....	200	19	No Service		LGA
TEXARKANA, ARK.	TXK	AIRX	2-6012					
		TT	2-4517	150	3	.55	1.25	Rc Tc DAL
		BN	2-6562	200	9	"	"	" " "
THIEF RIVER FALLS, MINN.		AIRX	MU 1-3428					
	TVF	NO	MU 1-1223	200	3	No Service		Rc T
TIMMINS, ONT.	YTS	TC	1440	200	22	.50	1.00	Rc Tc C
TINKER A.F.B., OKLA.			.....	See Oklahoma City, Okla.				
TOLEDO, OHIO	TOL	AIRX	CH 1-3231			.50	1.60	Rc T G C
		DL	HO 7-2369	300	9	"	"	" " " "
		EA	HO 7-2311	200	7,10,19	"	"	" " " "
		FT	CH 4-4276	...	.....	"	"	" " " "
		LC	UN 5-2358	150	3,9	"	"	" " " "
		TW	.....	...	.....	"	"	" " " "
		UA	UN 5-3261	400	22,6,10,5	"	"	" " " "
TOBYHANNA SIGNAL DEPOT, PA.			.....	See Scranton, Pa.				
TOPEKA, KAN.	TOP	AIRX	FL 7-4451					
		CN	CE 3-9671	200	3	.55	1.25	R T G MKC
TORONTO, ONT.	YYZ	AA	EM 8-4365	600	9,5,52,50c	.55	1.70	R T AC
		CP	EG 6-3601	500	14a	.45	1.10	R Tc AC
		TC	EM 6-9471	500	7,22,53c	.55	1.70	R T A
TRAIN, B.C.	YCG	CP	1388	200	.....	1.00	1.35	.....
TRAVERSE CITY, MICH.		AIRX	WI 6-6825					
	TVC	NO	WI 7-5955	200	3,9	No Service		R T MKG
TRAVIS A.F.B., CALIF.			.....	See San Francisco, Calif.				
TRENTON, N.J.	TTN	AIRX	OW 5-6201					
		AL	TU 2-4100	200	3	1.00	2.00	Rc T PHL
TUCSON, ARIZ.	TUS	AIRX	MA 3-3677					
		AA	MA 3-4911	250	5,10,50c	.80	1.50	R T DUG
		OO	AX 4-2626	200	22	"	"	" " "
		FL	AX 4-2677	200	3,9	"	"	" " "
		TW	MA 3-5438	250	8	"	"	" " "
TULLAHOMA, TENN.	THA	AIRX	GL 5-3970					
		SO	GL 5-5945	100	3	No Service		.....
TULSA, OKLA.	TUL	AIRX	LU 5-8201					
		AA	TE 8-3361	600	9,5,10,52,50c	.50	1.25	R T G MKC
		BN	TE 5-1561	500	9,5	"	"	" " " "
		OO	TE 5-7677	200	3,5,22	"	"	" " " "
		CH	TE 5-9521	200	3	"	"	" " " "
		TW	TE 5-8431	400	55	"	"	" " " "
TUPELO, MISS.	TUP	AIRX	VI 2-2371					
		SO	VI 2-8700	100	3	.65	1.30	Rc
TUSCALOOSA, ALA.	TCL	AIRX	FL 8-3693					
		SO	FL 2-3541	100	3	.70	1.35	T
TUSCUMBIA, ALA.	MSL	AIRX	EV 3-6414	See Sheffield, Ala.				
TWIN CITIES ARSENAL, MINN.			.....	See Minneapolis, Minn.				
TWIN FALLS, IDA.	TWF	AIRX	RE 3-3513					
		WC	RE 3-6721	150	3	.50	1.00	Rc Tc CEG
TYLER, TEX.	TYR	AIRX	LY 2-4511					
		TT	4-9379	150	3	.60	1.35	Rc T G DAL
UKIAH, CALIF.	UKI	AIRX	HO 2-4468					
		PC	HO 2-3742	200	3	No Service		Tc
UNALAKEET, ALAS.	UNK	AS	.....	...	.....	No Service		.....
		NC	.....	...	.....	"	"	.....
		WIEN	.....	...	.....	"	"	.....
UNION CITY, TENN.	UCY	AIRX	.....					
		SO	TU 5-9121	100	3	.75	1.50	MEM
UNIVERSITY, MISS.	UOX	AIRX	.....					
		SO	2498	100	3	No Service		.....
URBANA, ILL.	CMI	AIRX	FL 6-0542					
		OZ	FL 6-7271	See Champaign, Ill.				
UTICA, N.Y.	UCA	AIRX	4-3141					
		MO	6-9374	200	9,3	.80	1.20	Rc Tc G C
VAL'D OR. QUE.	YVO	TC	VA 4-6446	350	22	.50	1.00	Rc Tc C
VALDOSTA, GA.	VLD	AIRX	CH 2-5558					
		SO	CH 2-8945	100	3	.60	1.35	Rc Tc JAX

U.S.A. AND CANADIAN CITY DIRECTORY

Location	Code	Carriers	Telephone	Maximum Weight	Aircraft	Pick Up and Delivery Per 100 Lb.	Pick Up and Delivery Minimum	Surface and Customs Facilities
VANCOUVER, B.C.	YVR	AIRX	TA 2241					
		TC	TA 6301	500	22,53c	.50	1.25	Rc Tc C
		UA	CR 8-2177	400	6,9,10 50c	.35	1.00	" " "
		CP	MU 3-9211	500	3,6,9,14a	.70	1.90	" " "
VENTURA, CALIF.	OXR	AIRX	MI 3-3172	See Oxnard, Calif.				
VERNAL, UTAH	VEL	AIRX	.....					
		FL	973	200	3	No Service		Rc T DEN
VERO BEACH, FLA.	VRB	AIRX	2324					
		EA	JO 7-3456	200	19	.35	.75	R T PBI
VICKSBURG, MISS.	VKS	AIRX	170					
		SO	636-1047	100	3	.80	1.60	Rc
VICTORIA, B.C.	YYJ	TC	2-5147	300	22	.35	.75	Rc Tc C
VICTORIA, TEX.	ACE	AIRX	HI 3-2361					
		TT	HI 5-2341	150	3	.55	1.10	Rc SAT
VIRGINIA BEACH, VA.	ORF	.....	See Norfolk, Va.					
VISALIA, CALIF.	VIS	AIRX	HE 4-6837					
		UA	HE 4-9293	200	9	.50	1.00	Rc Tc LAX
WACO, TEX.	ACT	AIRX	PL 4-0162					
		BN	PL 4-3561	200	9	.55	1.40	Rc T G DAL
		CO	PL 4-4618	200	3	" "	" "	" "
WALKER A.F.B., N.M.		.....	See Roswell, N. M.					
WALLA WALLA, WASH.	ALW	AIRX	JA 5-7602					
		WC	JA 9-1260	150	3	.75	1.35	R T GEG
WARREN, OHIO	YNG	AIRX	EX 9-3676					
		LC	EX 5-6801	See Youngstown, Ohio				
WASHINGTON, D. C.	DCA	AIRX	NA 8-1200					
		AA	EX 3-6460	6000	9,5,15,10,52,50	.65	1.50	R T G AC
		AL	DI 7-2125	200	3,19,9	"	"	" " " "
		BN	ST 3-6280	500	10	"	"	" " " "
		DL	DI 7-9640	300	9,10,8	"	"	" " " "
		EA	RE 7-6880	200	10,7,19,52	"	"	" " " "
		LC	ST 3-7521	150	3,9	"	"	" " " "
		NA	DI 7-8905	400	9,5,6,10,52	"	"	" " " "
		NE	SP 3-3931	200	6,22	"	"	" " " "
		NW	ST 3-9014	200	6,52	"	"	" " " "
		PAA	RE 7-5700	1100	50,53	"	"	" " " "
		PI	DI 7-1800	100	3	"	"	" " " "
		RD	.....	6000	Demand Service			
		TW	ST 3-4221	250	8,7,23	.65	1.50	" " " "
		UA	ST 3-0895	200	3,6,10,22	"	"	" " " "
WATERLOO, IA.	ALO	AIRX	AD 3-5279					
		BN	AD 4-5835	500	9	.55	1.35	Rc Tc PIA
		CE	AD 2-0042	200	3,54	"	"	" " "
WATERTOWN, N.Y.	ART	AIRX	1598					
		EA	TE 6-3311	200	19	.45	.85	Rc Tc G A
		MO	TE 6-2020	200	9,3	"	"	" " " "
WATERTOWN ARSENAL, MASS.		.....	See Boston, Mass.					
WATERTOWN, S.D.	ATY	AIRX	TU 6-4321					
		NO	TU 6-5729	200	3	No Service		R Tc MSP
WATERVILLE, ME.	WVL	AIRX	TR 2-7722					
		NE	TR 2-2133	200	3	.35	.75	Rc Tc BGR
WATERVLIET ARSENAL, N.Y.		.....	See Albany, N. Y.					
WATSON LAKE, Y.T.	YQH	CP	.....	200	1,3,6,9	No Service		.....
WAUSAU, WISC.	AUW	AIRX	4878					
		NO	VI 5-1195	200	3,9	.70	1.35	Rc Tc
WAYCROSS, GA.	AYS	AIRX	AT 3-1900					
		EA	3400	200	19,9	.75	1.50	Rc T JAX
WAYNESBORO, VA.	SHD	AIRX	WH 3-6501					
		PI	EN 276	See Staunton, Va.				
WENATCHEE, WASH.	EAT	AIRX	MO 2-2903					
		WC	TU 4-5053	150	3	No Service		Rc T SEA
WEST HELENA, ARK.		AIRX	.....					
		TT	.....	...	.....	No Service		.....
WEST PALM BEACH, FLA.		AIRX	TE 2-3717					
	PBI	DL	JU 5-0621	200	10	.40	1.35	R T G AC
		EA	OV 3-0036	200	7,9,52,10,19	"	"	" " " "
		NA	OV 3-1255	200	9,52	"	"	" " " "
		RD	OV 3-4771	6000	1,15,2	"	"	" " " "
		UA		200	6	"	"	" " " "
WESTFIELD, MASS.	BAF	AIRX	RE 6-0331	See Springfield, Mass.				
WESTOVER A.F.B., MASS.		.....	See Springfield, Mass.					
WHEELING, W. VA.	HLG	AIRX	CE 2-4512					
		AL	CR 7-3160	200	3,19	.50	1.10	Rc Tc G PIT
		LC	CR 7-1717	150	3,9	"	"	" " "
WHITEHORSE, Y.T.	YXY	PAA	2191	550	6	No Service		T C
		CP	2211	500	3,6,9	...	....	Rc Tc C
WHITE PLAINS, N.Y.	HPN	AIRX	9-4024					
		MO	8-555	200	3	.60	1.20	Rc LGA
		NY	.....	200	20	"	"	"
WHITE RIVER JCT. VT.	LEB	AIRX	WRJ 5					
		NE	LEB 1040	200	3,6	No Service		Rc Tc HIV
WHITE SANDS MISSILE RANGE, N.M.		.....	See El Paso, Tex.					
WICHITA, KAN.	ICT	AIRX	AM 7-4331					
		BN	WH 3-3284	2000	9,1,5,32	.60	1.20	R T MKC
		CO	WH 3-4241	200	22,5	"	"	" " "
		CN	WH 3-3275	200	3	"	"	" " "
		TW	AM 5-9613	250	8,7	"	"	" " "
WICHITA FALLS, TEX.	SPS	AIRX	3-5152					
		BN	322-4520	200	9	.75	1.50	R T DAL
		CO	322-3161	200	3	"	"	" " "
WILKES-BARRE, PA.	AVP	AIRX	VA 3-4161					
		AA	GL 4-6708	250	9	.80	1.75	Rc Tc PHL
		AL	GL 7-9160	200	3,19	"	"	" " "
		EA	GL 4-4649	200	19	"	"	" " "
		TW	GL 5-1171	250	8	"	"	" " "
WILKINS A.F.B., OHIO		.....	See Mansfield, Ohio					
WILLIAMS LAKE, B.C.	YWL	CP	.....	200	1,3,6,9	...	....	.....
WILLIAMS A.F.B., ARIZ.		.....	See Phoenix, Ariz.					
WILLIAMSPORT, PA.	IPT	AIRX	9104					
		AL	WI 8-2416	150	3,19	.60	1.30	R Tc PIT
		TW	8-8683	250	8	"	"	" " "
		UA	368-8635	150	3	"	"	" " "
WILLSTON, N.D.	ISN	AIRX	GR 3-3212					
		FL	GR 3-6019	200	3	No Service		R T GTF
WILLOW GROVE N.A.S., PA.		.....	See Philadelphia, Pa.					
WILMINGTON, CALIF. (E)		LX	.....	200	200	...	....	LAX
WILMINGTON, DEL.	ILG	AIRX	GL 6-8577					
		AL	EA 8-3190	200	3	.65	1.55	R T C
		EA	EA 8-5671	200	19	"	"	" " "
WILMINGTON, N.C.	ILM	AIRX	NA 2-1831					
		NA	RO 3-6262	200	9	.55	1.50	R Tc G C
		PI	RO 3-1606	100	3	"	"	" " " "
WINDSOR, ONT.	YQG	AIRX	.....					
		AA	WO 5-1000	Served through Detroit, Mich.				
		TC	GL 4-111	300	22	.50	1.00	Rc Tc C
WINNIPEG, MAN.	YWG	AIRX	WH 2-6437					
		CP	WH 3-8421	500	14a	.35	1.00	Rc Tc C
		TC	93-9361	500	3,22,53c	"	"	" " "
		NW	SP 4-4438	200	6,10	"	"	" " "
WINONA, MINN.	ONA	AIRX	3942					
		NO	8-2144	200	3	No Service		Rc Tc
WINSLOW, ARIZ.	INW	AIRX	501					
		FL	289-2811	200	3	No Service		Rc Tc DUG
WINSTON-SALEM, N.C.	INT	AIRX	PA 4-3691					
		EA	PA 6071	200	19,7,9	.55	1.10	R T G C
		PI	PA 5-0511	100	3	"	"	" " " "
		UA	PA 4-9382	150	22	"	"	" " " "
WISCONSIN RAPIDS, WIS.		AIRX	HA 3-0360					
		STE NO	DI 4-2233	See Stevens Point, Wisc.				
WOLF POINT, MONT.	OLF	AIRX	33					
		FL	666	200	3	No Service		Rc T GTF
WORCESTER, MASS.	ORH	AIRX	PL 5-6161					
		MD	PL 7-6367	200	9,3	.45	1.45	R Tc G C
		NE	SW 9-4431	200	3,6	"	"	" " " "
WORLAND, WYO.	WRL	AIRX	FI 7-2392					
		FL	FI 7-2142	200	3	No Service		Rc Tc GTF
WORTHINGTON, MINN.	OTG	AIRX	376-3160					
		NO	376-6222	200	3	No Service		Rc Tc
WRIGHT PATTERSON A.F.B., OHIO		.....	See Dayton, Ohio					
YAKIMA, WASH.	YKM	AIRX	GL 7-5157					
		NW	GL 3-9934	200	6,52	.65	1.30	R T G SEA
		WC	CH 8-3104	150	3	"	"	" " " "
YAKUTAT, ALAS.	YAK	PN	4	200	16	.60	1.00	.....
YANKTON, S.D.	YKN	AIRX	NO 5-2673					
		NO	NO 5-7109	200	3	No Service		Rc Tc
YARMOUTH, N.S.	YQI	TC	1287	300	22	.35	.75	Rc Tc C
YORK NAVAL ORDANCE PLANT, PA.		.....	See Harrisburg, Pa.					
YORKTON, SASK.	YQV	TC	34-611	200	3	.35	.75	Rc Tc C
YORKTOWN NAVAL WEAPONS STATIONS, VA.			See Newport News, Va.					
YOUNGSTOWN, OHIO	YNG	AIRX	RI 3-5121					
		LC	LI 5-2511	150	3,9	.50	1.60	R Tc G CAK
		UA	LI 5-9744	400	6,5,22,10	"	"	" " " "
YUBA CITY, CALIF.	MYV	AIRX	SH 3-6390					
		PC	.....	See Marysville, Calif.				
YUMA, ARIZ.	YUM	AIRX	SU 3-3831					
		NL	SU 2-1871	200	54	.55	1.10	R Tc SAN
ZANESVILLE, OHIO	ZEV	AIRX	GL 2-5459					
		LC	GL 2-7561	150	3	.80	1.60	Rc

EMBARGOES

COMMODITY	POINTS	CARRIER(S)	REMARKS
LIVE ANIMALS	Between Eureka/Arcata and points south.	PACIFIC	Not accepted on Martin or F-27 equipment.
LIVE ANIMALS, BAIT, BIRDS, FISH, POULTRY, SHELLFISH	Through Chicago, except Poultry which will not be accepted on Ozark's system.	OZARK	
LIVE ANIMALS	All points.	TRANS-TEXAS	All eqipment; 6/1/61 - 10/1/61, applies to excess baggage and air express
MEAT, MEAT PRODUCTS, CHICKS	Off-line points within Mexico	AMERICAN	
FLOWERS	Charlotte, Raleigh/Durham, Winston-Salem, via Knoxville	UNITED	

CARRIER SERVICES

Blank spaces indicate no participation in services listed.

Carriers	Air Freight Services: Pick-Up and Delivery	Advance Charges	Deferred Air Freight	Air/Bus	Air/Truck: Joint Tariffs	Air/Truck: Separate Tariffs	Note 3: CAF/BAF/RAF/RC/PAF	Equipment: Combination Aircraft	Equipment: All Cargo Aircraft	Equipment: Speedpak	Protective Services: Attendants Note 1: Armed Guards	Attendants Note 1: Human Remains	Attendants Note 1: Live Animals	Attendants Note 1: Any Shipment	Protective Services: Signature Service	Special Services: "PRI" or "HOLD" Baggage	Special Services: Household Goods	Special Services: Note 2: Assembly or Distribution	Special Services: Note 2: Household Pets	Special Services: Stopping-in-Transit	Special Services: Storage	Special Services: Horse Stalls
ALASKA AIRLINES, INC.	X	X	X	X		X		X				X	X		X	X	X	X	X		X	
ALLEGHENY AIRLINES, INC.	X	X		X		X		X							X	X	X	X			X	
AMERICAN AIRLINES, INC.	X	X	X	X	X	X	X	X	X		X	X	X	X	X	X	X	X	X	X	X	
BONANZA AIR LINES, INC.	X	X		X		X		X								X	X	X			X	
BRANIFF AIRWAYS, INC.	X	X	X			X	X	X	X		X	X	X	X	X	X	X	X	X		X	
CANADIAN PACIFIC AIRLINES, INC.	X	X				X		X	X							X	X	X	X		X	
CENTRAL AIRLINES, INC.	X	X				X		X							X	X	X	X			X	
CONTINENTAL AIR LINES, INC.	X	X	X	X	X	X	X	X							X	X	X	X	X		X	
DELTA AIR LINES, INC.	X	X				X		X	X		X	X	X	X	X	X	X	X	X	X	X	
EASTERN AIR LINES, INC.	X	X		X		X	X	X	X		X	X	X	X	X	X	X	X			X	
ELLIS AIR LINES								X														
THE FLYING TIGER LINE INC.	X	X	X	X	X	X	X		X		X	X	X		X	X	X	X	X	X	X	X
FRONTIER AIRLINES, INC.	X	X				X		X								X	X	X	X		X	
HAWAIIAN AIRLINES, LTD.	X			X		X	X	X	X		X	X	X	X		X	X	X	X		X	
LAKE CENTRAL AIRLINES	X	X						X											X		X	
MOHAWK AIRLINES, INC.	X	X		X		X		X							X	X	X	X			X	
NATIONAL AIRLINES, INC.	X	X		X		X	X	X	X		X	X	X		X	X	X	X	X		X	
NEW YORK AIRWAYS, INC.	X	X				X		X	X			X	X			X	X	X	X		X	
NORTH CENTRAL AIRLINES, INC.	X	X				X		X								X	X	X			X	
NORTHEAST AIRLINES, INC.	X	X				X		X							X	X	X	X	X		X	
NORTHERN CONSOLIDATED AIRLINES	X	X						X									X		X			
NORTHWEST AIRLINES, INC.	X	X		X	X	X		X	X						X	X	X	X	X		X	
OZARK AIR LINES, INC.	X	X				X		X							X	X	X	X			X	
PACIFIC AIRLINES, INC.	X	X				X		X								X	X	X	X		X	
PACIFIC NORTHERN AIRLINES, INC.	X							X		X												
PAN AMERICAN-GRACE AIRWAYS, INC.	X	X				X	X	X	X		X	X	X	X	X	X	X		X			
PAN AMERICAN WORLD AIRWAYS SYSTEM	X	X				X	X	X	X				X	X	X	X	X	X	X			X
PIEDMONT AVIATION, INC.	X	X		X				X								X	X	X			X	
RIDDLE AIRLINES, INC.	X	X	X	X	X	X	X		X		X	X	X		X	X	X	X	X	X	X	X
SEABOARD & WESTERN AIRLINES, INC.	X	X						X	X				X			X	X	X	X				
SOUTHERN AIRWAYS, INC.	X	X				X		X							X	X	X	X			X	
TRANS-CANADA AIR LINES	X	X				X		X	X							X	X	X	X		X	
TRANS CARIBBEAN AIRWAYS								X	X													
TRANS-TEXAS AIRWAYS	X	X		X		X		X							X	X	X	X			X	
TRANS WORLD AIRLINES, INC.	X	X	X	X		X	X	X	X		X	X	X	X	X	X	X	X	X	X	X	
UNITED AIR LINES, INC.	X	X		X		X	X	X	X		X	X	X		X	X	X	X	X		X	
WEST COAST AIRLINES, INC.	X	X				X		X								X	X	X	X		X	
WESTERN AIR LINES, INC.	X	X		X		X		X							X		X	X	X		X	
WIEN ALASKA AIRLINES, INC.	X	X				X		X	X		X	X	X	X	X	X	X	X	X	X	X	

Note 1 - Attendants carried on all cargo aircraft only.
Note 2 - Applicable to CPA and TCA in Canada only.
Note 3 - Services offered: AA - Committed Air Freight; PAA/PANAGRA - Reserved Cargo; TW - Booked Air Freight; BN, UA - Reserved Air Freight; FT - Protected Air Freight.

AIR — BUS — AIR

An agreement is in effect between most U.S. domestic air carriers and eleven Greyhound operating companies which permits transfer of shipments from Air to Bus or Bus to Air or any combination of these services thereby providing through service from off-line airline points to on-line or off-line destinations. The agreement covers some 200 points in 45 States which were established upon the basis of availability of proper Greyhound terminal facilities and airline pick-up and delivery service. All interchange of shipments will be made at Greyhound (in-town) terminals. All points of interchange are indicated by "G" in the U. S. A. and Canadian City Directory.

In general shipments accepted for this service should not exceed 100 pounds in weight per piece nor the dimensions 24" x 24" x 45" per piece.

Transportation charges consist of the total of:

the Greyhound carrier's inter-city rate;
the airline's inter-city rate;
the airline's pick-up and delivery charge for transfer between the Greyhound terminal and the airport.

The terms, conditions, rates and charges of Greyhound's services are set forth in the NBTA "Air Proportional Express Tariff No. B-660," ME-I.C.C. No. 80.

AIRCRAFT LOADING CHARTS

Aircraft	Chart No.	Page No.
Curtiss C-46 (All Cargo)	1	G-17
Curtiss C-46 (Super D-46)	1a	G-17
Douglas C-54	2	G-18
Douglas DC-3	3	G-19
Douglas DC-4	4	G-20
Douglas DC-6	5	G-20
Douglas DC-6B	6	G-21
Lockheed Super Constellation (Comb.)	7	G-21
Lockheed Constellation 749H (All Cargo)	7a	G-19
Lockheed Constellation	8	G-21
Consolidated Convair	9	G-22
Douglas DC-7, 7-B, 7-C	10	G-21
Boeing Stratocruiser	11	G-22
Douglas C-47 (All Cargo)	14	G-25
Bristol Britannia	14a	G-17
Douglas DC-6A, DC-7F	15	G-23
Douglas DC-6A (Comb.)	15a	G-19
Lockheed Constellation Speedpak	16	G-24
Smith Curtiss Commuter	18	G-24
Martin	19	G-24
Sikorsky S-55	20	G-24
Vertol 44	21	G-24
Viscount	22	G-24
Lockheed Super Constellation (All Cargo)	23	G-24
Fairchild C-82	24	G-24
Boeing 707	50	G-25
Boeing 720	50c	G-24
DeHaviland Comet IV	51	G-25
Lockheed Electra	52	G-25
Douglas DC-8	53	G-23
Douglas DC-8	53a, 53b	G-25
Douglas DC-8	53c	G-17
Fairchild F-27 (See DC-3)	54	G-25
Convair 880	55	G-19
Caravelle	56	G-22

14-A BRISTOL BRITANNIA

HEIGHT IN INCHES

	11	17	20	23	25	27	30
5	161	161	161	161	151	138	129
7	155	155	154	153	144	133	125
9	150	150	148	145	137	128	121
11	145	145	142	139	132	124	117
13	140	140	136	133	126	120	114
15	135	135	132	128	121	116	110
17	132	132	128	123	117	112	106
19	128	128	123	118	114	108	102
21	124	124	119	115	109	104	98
22	120	120	115	111	106	100	95
24	116	116	112	107	101	97	91
26	113	113	107	103	97	93	87
28	108	108	103	99	94	89	82
30	104	104	99	96	90	85	78
32	100	100	96	91	86	81	75
34	96	96	92	88	82	78	71
36	93	93	88	84	78	74	68
38	89	89	84	79	75	70	64
40	85	85	80	76	71	66	61
41	81	80	76	72	67	62	58
43	77	76	72	68	63	58	56
45	75	72	68	64	59	56	54

Find length at intersection of height and width.

1 CURTISS C-46 (ALL CARGO)

FIRST DIMENSION (IN INCHES)
Not Applicable to DL (See Chart 1-A)

SECOND DIMENSION (IN INCHES)	12	24	36	48	60	72
3	456	456	456	444	336	264
6	456	456	456	444	306	234
9	456	456	456	444	278	206
12	456	456	456	444	258	184
15	456	456	456	396	240	167
18	390	390	390	354	224	152
21	354	354	354	324	210	138
24	324	324	324	300	198	126
27	295	295	295	276	186	114
30	270	270	270	258	175	103
33	252	252	252	240	165	92
36	240	240	240	224	157	84
39	224	224	224	210	149	77
42	210	210	210	198	140	70
48	198	198	198	186	134	63
48	186	186	186	176	127	58
51	176	176	176	166	120	
54	166	166	166	158	114	
57	158	158	158	150	108	
60	150	150	150	142	102	
63	144	144	144	134	96	
66	136	136	136	128	90	
69	128	128	128	122	85	
72	122	122	122	115	79	
78	110	110	110	102	68	
84	102	102	102	94	61	
90	90	90	90	84	54	
96	86	86	86	79		

FIND THIRD DIMENSION (IN INCHES) AT INTERSECTION OF FIRST AND SECOND DIMENSIONS

1-A CURTISS C-46R (All Cargo)

APPLICABLE TO DL ONLY

WIDTH (INCHES) \ HEIGHT (INCHES)	8	12	16	20	24	28	32	36	40	44	48	54	56	60	63	66	69	72
14	389	389	389	389	389	389	389	389	389	389	389	337	221	221	184	122	94	74
18	342	342	342	342	342	342	342	342	342	342	342	294	198	198	168	114	84	63
22	309	309	309	309	309	309	309	309	309	309	309	259	259	182	151	103	73	54
26	278	278	278	278	278	278	278	278	278	278	278	236	170	170	139	96	66	49
30	247	247	247	247	247	247	247	247	247	247	247	212	156	156	123	87	57	43
34	223	223	223	223	223	223	223	223	223	223	223	193	144	144	109	78	49	*
38	206	206	206	206	206	206	206	206	206	206	206	177	134	134	99	70	44	*
42	192	192	192	192	192	192	192	192	192	192	192	162	122	122	87	63	*	*
46	176	176	176	176	176	176	176	176	176	176	176	151	112	112	75	56	*	*
50	165	165	165	165	165	165	165	165	165	165	165	141	104	104	61	51	*	*
54	151	151	151	151	151	151	151	151	151	151	151	132	96	96	49	45	*	*
58	139	139	139	139	139	139	139	139	139	139	139	123	55	55	49	*	*	*
62	130	130	130	130	130	130	130	130	130	130	130	109	55	55	48	*	*	*
66	120	120	120	120	120	120	120	120	120	120	120	84	55	55	47	*	*	*
70	111	111	111	111	111	111	111	111	111	111	111	66	55	55	45	*	*	*
74	99	99	99	99	99	99	99	99	99	99	99	66	55	55	45	*	*	*
78	75	75	75	75	75	75	75	75	75	75	75	66	54	54	45	*	*	*
82	75	75	75	75	75	75	75	75	75	75	75	66	54	54	*	*	*	*
86	75	75	75	75	75	75	75	75	75	75	75	65	54	54	*	*	*	*
90	75	75	75	75	75	75	75	75	75	75	75	65	54	54	*	*	*	*
94	75	75	75	75	75	75	75	75	75	75	75	64	*	*	*	*	*	*
98	74	74	74	74	74	74	74	74	74	74	74	63	*	*	*	*	*	*
102	73	73	73	73	73	73	73	73	73	73	73	63	*	*	*	*	*	*
108	72	72	72	72	72	72	72	72	72	72	72	62	*	*	*	*	*	*

53C DOUGLAS DC-8

	6	9	12	15	16	17	18	19	20	21	22	23	24	25	26	27	30
3 A	296	295	294	294	294	294	293	293	293	293	292	292	292	292	292	292	291
B	296	295	294	294	294	294	293	293	293	293	292	292	292	292	292	292	291
C	296	295	294	294	294	294	293	293	293	293	292	292	292	292	292	292	291
6 A	296	295	294	293	292	291	291	291	291	291	290	290	290	289	289	289	287
B	296	295	294	293	292	291	291	291	291	291	290	290	290	289	289	289	287
C	296	295	294	293	292	292	291	291	291	291	290	290	290	289	289	289	287
9 A	294	270	258	246	243	240	237	236	232	229	226	224	222	220	217	215	209
B	294	270	254	244	242	240	237	236	232	229	225	224	222	220	217	215	209
C	294	270	254	244	242	240	237	236	232	229	225	224	222	220	217	215	209
12 A	294	258	240	220	214	208	202	198	192	188	186	183	181	179	117	175	170
B	294	254	224	205	199	194	189	185	181	178	174	171	168	165	163	160	154
C	294	254	224	205	199	194	189	185	181	178	174	171	168	165	163	160	154
15 A	293	258	203	175	171	167	163	161	158	156	154	152	150	149	148	147	145
B	293	247	203	170	161	153	146	140	130	131	127	124	121	119	117	115	110
C	293	247	203	170	161	153	146	140	135	132	131	131	130	130	130	130	128
18 A	286	240	194	168	164	161	157	154	151	149	146	144	142	140	138	136	132
B	286	236	194	160	148	140	134	128	124	121	118	116	113	111	110	109	106
C	286	236	194	160	148	140	134	129	128	127	127	126	126	125	123	122	120
21 A	275	232	184	159	154	150	146	142	139	136	133	130	128	126	124	122	116
B	275	224	184	146	134	126	121	118	114	112	110	108	106	105	104	103	102
C	275	224	184	146	134	130	128	126	124	123	122	121	120	118	117	116	109
24 A	271	220	178	154	148	144	140	136	132	128	124	121	118	115	112	108	101
B	271	216	176	126	118	114	110	108	108	104	102	101	100	99	98	98	98
C	271	216	176	132	128	126	123	121	120	118	117	116	114	112	110	106	101
27 A	254	214	164	140	131	126	122	117	113	108	104	101	98	96	94	92	90
B	254	200	144	112	108	104	101	99	97	95	94	93	92	91	90	90	90
C	254	200	144	122	118	117	114	109	104	100	100	100	100	98	97	96	94
30 A	234	183	148	128	120	107	94	89	87	87	87	87	86	84	83	82	79
B	234	180	123	102	97	93	91	89	87	87	87	87	86	84	83	82	79
C	234	180	123	106	103	100	98	97	96	95	94	93	92	91	88	86	81
33 A	218	164	128	102	87	83	81	80	79	78	78	77	76	76	75	74	70
B	218	140	108	91	87	83	81	80	79	78	78	77	76	76	75	74	70
C	218	140	108	92	88	86	84	83	83	83	82	82	81	80	78	76	72
36 A	195	136	95	79	75	72	70	70	70	70	70	69	68	68	66	65	60
B	195	120	95	79	75	72	70	70	70	70	70	69	68	68	66	65	60
C	195	120	95	79	75	72	70	70	70	70	70	69	68	68	67	66	62

Length Restricted To Inches at Intersection of Height and Width

LINE A - Applicable only to TCA
LINE B - Applicable only to ALITALIA
LINE C - Applicable only to PAA

2 DOUGLAS C-54

WIDTH OR HEIGHT (IN INCHES)

HEIGHT OR WIDTH (IN INCHES)	2	4	6	8	10	12	14	16	18	20	22	24	26	28	30	32	34	36	38	40	42	44	46	48	50	52	54
2	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550
4		550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550
6			550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550
8				550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	548
10					550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	544	541
12						550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	538	535	530	521	517
14							550	550	550	550	550	550	550	550	550	550	550	550	550	544	531	521	514	503	493	486	
16								550	550	550	550	550	542	539	536	533	531	525	523	520	508	498	487	480	471	462	456
18									550	550	550	537	528	518	510	505	500	491	483	480	470	463	453	447	439	429	420
20										550	536	521	509	498	489	482	476	467	461	455	445	434	452	417	408	396	389
22											518	502	488	478	469	462	456	449	441	435	424	412	400	391	380	369	356
24												485	470	460	450	442	435	428	419	411	401	389	377	366	354	343	331
26													457	445	434	423	415	403	394	387	377	368	357	346	334	321	310
28														427	413	400	389	375	365	358	349	342	332	322	311	301	294
30															397	383	370	357	346	335	328	321	312	303	294	286	278
32																367	355	344	331	320	311	303	294	287	279	272	265
34																	342	330	317	306	296	287	280	273	266	260	254
36																		316	305	292	283	275	268	262	256	249	244
38																			293	280	272	265	258	252	245	238	232
40																				270	263	255	248	242	235	228	221
42																					255	247	239	232	226	219	211
44																						239	230	223	216	209	202
46																							222	214	207	200	192
48																								206	199	190	184
50																									191	183	176
52																										176	169
54																											163
56																											
58																											
60																											
62																											
64																											
65																											

HEIGHT OR WIDTH (IN INCHES)	WIDTH OR HEIGHT (IN INCHES)						WIDTH ONLY (IN INCHES)																				
	56	58	60	62	64	66	68	70	72	74	76	78	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94
2	550	550	550	550	550	550	407	276	249	233	230	208	198	192	188	182	178	173	168	163	160	155	150	146	141	137	133
4	550	550	550	550	550	550	368	247	225	211	200	190	181	177	173	169	165	162	158	154	150	147	143	140	137	133	130
6	548	547	547	546	543	540	355	234	212	198	188	179	171	167	164	161	157	154	151	148	145	142	139	136	133	130	127
8	543	540	538	530	522	516	348	222	201	188	178	170	162	159	157	154	151	148	145	143	140	137	135	132	129	127	124
10	533	527	521	508	495	488	335	210	190	178	168	160	154	151	148	145	143	140	138	136	133	131	129	127	125	123	121
12	505	499	492	478	464	454	310	202	184	172	163	156	150	148	145	143	141	139	136	134	132	130	128	126	124	122	120
14	476	470	462	448	431	421	290	195	178	167	160	153	147	145	142	140	137	135	133	132	130	128	126	124	122	120	119
16	445	438	431	414	391	383	264	186	171	162	155	149	144	141	139	137	135	133	131	129	128	126	124	123	121	119	118
18	413	405	397	378	350	340	244	180	164	157	151	146	141	139	137	135	133	131	129	128	126	125	123	121	120	118	117
20	378	368	357	332	303	295	233	169	157	151	147	142	138	136	135	133	131	129	128	126	125	123	122	120	119	117	116
22	342	330	315	289	278	265	215	162	152	146	141	137	134	132	130	129	127	126	125	123	122	121	120	118	117	116	115
24	317	304	290	275	161	254	200	155	147	141	137	133	130	128	127	126	124	123	122	121	120	119	118	117	116	115	114
26	299	286	273	260	248	230	190	150	143	138	134	130	127	126	125	123	122	121	120	119	118	117	116	115	114	113	112
28	283	271	261	247	237	225	181	147	141	136	132	128	126	124	123	122	121	120	119	118	117	116	115	114	113	112	111
30	269	259	250	237	227	215	176	146	140	135	131	127	124	123	122	121	120	119	118	117	116	115	114	113	112	111	110
32	257	247	238	227	218	208	172	144	138	133	129	126	123	122	120	119	118	117	116	115	115	114	113	112	111	110	109
34	246	237	228	218	209	199	167	143	136	131	127	124	121	119	118	117	116	115	114	113	113	112	111	110	110	109	108
36	235	226	217	209	200	191	160	141	135	130	126	122	119	118	117	116	115	114	113	112	111	111	110	109	108	108	107
38	225	216	208	201	192	182	156	139	133	128	124	121	118	117	115	114	113	112	111	111	110	109	108	107	107	106	105
40	214	207	199	192	184	175	153	138	132	127	123	120	117	116	114	113	112	111	110	110	109	108	107	106	106	105	104
42	205	198	191	184	176	168	150	137	131	126	122	119	116	115	113	112	111	110	109	108	108	107	106	105	104	103	102
44	195	189	183	176	169	160	146	136	130	125	121	118	115	114	112	111	110	109	108	107	106	105	104	103	102	101	100
46	186	180	175	168	162	156	142	134	128	124	121	117	114	113	112	110	109	108	106	105	104	103	102	101	101	100	99
48	177	172	167	161	155	149	139	132	127	123	119	116	112	111	110	109	108	106	105	104	103	102	101	101	100	99	99
50	170	164	159	153	157	143	136	131	126	122	118	115	112	111	110	108	107	106	105	104	103	102	101	100	100	99	98
52	163	158	153	147	143	137	132	127	123	120	116	113	111	110	108	107	106	105	104	103	102	101	101	100	99		
54	158	152	147	142	138	133	129	125	121	118	114	112	109	108	107	106	105	104	103	103	102	101	100				
56	152	147	142	138	134	131	126	122	119	115	112	110	108	107	106	105	104	103	102	102	101	100					
58		142	138	134	129	127	122	119	116	113	110	108	106	105	105	104	104	103	102	101	100						
60			134	130	125	123	119	116	113	111	109	107	105	104	103	102	101	100	99	99							
62				126	121	119	115	112	109	107	105	103	101	100	99	98	97	96	95								
64					117	114	110	107	105	102	100	98	96	95	94	93											
65						111	108	105	102	100	98	95	94	93													

FIND LENGTH (IN INCHES) AT INTERSECTION OF HEIGHT AND WIDTH

3 DOUGLAS DC-3

Not applicable to TC

FIRST DIMENSION (IN INCHES)

SECOND DIMENSION (IN INCHES)	2	4	6	8	10	12	14	16	18	20	22
2	71										
4	71	69									
6	71	69	67								
8	71	69	67	66							
10	71	69	67	66	65						
12	71	69	67	66	65	65					
14	71	69	67	66	65	65	64				
16	71	69	67	66	65	65	64	63			
18	71	69	67	66	65	65	64	63	61		
20	71	69	67	66	65	65	64	63	61	61	
22	68	67	66	66	65	65	64	63	60	60	60
24	60	60	60	60	60	60	60	60	60	60	
26	60	60	60	60	60	60	60	60	60	40	
28	42	42	42	42	42	42	42	42	40	37	
30	36	36	36	36	36	36	36				
32	34	34	34	34	34						
34	34	34	34								

EXCEPTIONS:

Because of variations in the modification of DC-3 equipment such as larger cargo doors, the following carriers accept maximum dimensions of:

CN.....23"x28"x44"
CP.....24"x28"x357"
56"x56"x 93"
24"x60"x181"

LC.....20"x24"x44"
FL.....36"x44"x86"
NE, PC.....28"x 40"x44"

FIND THIRD DIMENSION (IN INCHES) AT INTERSECTION OF FIRST AND SECOND DIMENSIONS

Applicable only to TC

LENGTH (IN INCHES)

WIDTH (IN INCHES)	2	4	6	8	10	12	14	16	18	20	22	24	26	28	30	32	34	36	38	40	42	44	46	48	50	52	54	56	58	60	62	64
2	65	65	65	64	64	63	61	60	59	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	34	34
4	65	65	65	64	64	63	61	60	59	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	34	34
6	64	64	64	63	63	62	60	59	58	56	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	34	34	34	34	34
8	64	64	64	63	63	62	60	59	58	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	33	33	33	33	33	33	33
10	63	63	62	62	61	59	58	57	55	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	33	33	33	33	33	33	33	33
12	63	63	63	62	62	61	59	58	57	55	56	56	56	56	56	56	56	56	56	56	56	56	56	32	32	32	32	32	32	32	32	32
14	62	62	62	61	61	60	58	57	56	54	55	55	55	55	55	55	55	55	36	31	31	31	31	31	31	31	31	31	31	31		
16	62	62	62	61	61	60	58	57	56	54	50	36	36	36	36	36	36	36	36	33	33	33	33	33	30	30	30	30	30	30		
18	61	61	61	60	60	59	57	56	55	53	50	36	36	36	36	36	36	36	36	29	29	29	29	29	29	29	29	29	29	29		
20	61	61	61	60	60	59	57	56	55	53	50	36	36	36	36	36	36	36	36	25	25	25	25	25	25	25	25	25	25	25		
22	60	60	60	59	59	58	56	55	54	52	50	36	36	36	36	36	36	36	36													
24	60	60	60	59	59	58	56	55	54	52	50	36	36	36	36	36	36	36	36													
26	60	60	60	59	59	58	56	55	54	52	50	36	36	36	36	36	36	36	36													

7A CONSTELLATION 749H (ALL CARGO)

PACKAGE WIDTH IN INCHES

HEIGHT IN INCHES	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102	108
12	540	540	540	475	378	314	268	233	206	183	165	152	140	132	122	114	105	97
24	540	540	540	475	378	314	268	233	206	183	165	152	140	132	122	114	105	97
36	540	540	540	475	378	314	268	233	206	183	165	152	140	132	122	114	105	97
48	540	540	540	475	378	314	268	233	206	183	165	152	140	132	122	114	105	97
54	540	540	452	361	298	255	223	201	177	164	152	137	126	118	110	103	97	91
60	540	446	360	300	258	223	197	173	155	142	131	120	112	105	99	93	89	87
66	412	330	278	238	208	183	162	146	133	123	115	106	100	94	89	85	81	79
70	337	281	243	210	185	164	146	133	122	113	107	99	93	88	84	80	78	75

PACKAGE LENGTH IN INCHES FIND LENGTH AT INTERSECTION OF HEIGHT & WIDTH

CLEAR AREA OF DOOR 108" WIDE & 74" HIGH

55 CONVAIR 880

Width (Inches) / Height (Inches)	4	8	12	16	20	24	28	32	34
	Package Length (Inches)								
28	136	125	116	106	97	88	79	70	
24	149	139	129	119	110	100	90	80	75
20	154	146	137	129	119	110	100	89	84
16	158	153	146	138	129	118	107	94	86
12	160	158	151	142	132	122	110	97	90
8	160	160	158	151	141	124	112	103	99
4	160	160	160	158	148	126	114	105	102

15 – A DC-6A COMBINATION PASSENGER AND CARGO

WIDTH INCHES	HEIGHT IN INCHES									
	48	50	52	54	56	58	60	62	64	66
	MAXIMUM LENGTH – INCHES									
3	265	265	265	265	265	265	265	265	265	265
6	265	265	265	265	265	265	265	265	265	265
12	265	265	265	265	265	265	265	265	265	265
24	265	265	265	265	265	261	248	236	227	217
36	216	211	206	201	198	196	193	187	183	177
48	174	171	170	168	161	149	142	142	142	142
60	138	134	132	131	124	118	111	111	111	111
72	116	110	101	74	74	74	74	70	70	70

4 DOUGLAS DC-4

LINE A applies to: CA, KL,
LINE B applies to: NW

FIRST DIMENSION (IN INCHES)

SECOND DIMENSION (IN INCHES)	LINE	4	6	8	10	12	14	16	18	20	22	24	26	28
4	A	86												
	B	72												
12	A	86	86	86	86	86								
	B	72	72	65	65	60								
14	A	86	86	86	86	86	86							
	B	72	72	65	65	60	57							
16	A	86	86	86	86	86	86	86						
	B	65	65	65	65	60	57	55						
18	A	86	86	86	86	86	86	86	86					
	B	65	65	65	65	60	57	55	52					
20	A	86	86	86	86	86	86	86	86	76				
	B	65	65	65	65	60	57	55	52	50				
22	A	86	86	86	86	86	86	86	86	76	71			
	B	65	65	65	65	60	57	55	52	50	47			
24	A	86	86	86	86	86	86	86	86	76	71	67		
	B	65	65	65	65	60	57	55	52	50	47	45		
26	A	86	86	86	86	86	86	86	86	76	71	67	64	
	B	65	65	65	65	60	57	55	52	50	47	45	42	
28	A	86	86	86	86	86	86	86	86	76	71	67	64	
	B	65	65	65	65	60	57	55	52	50	47	45	42	40
30	A	86	86	86	86	86	86	86	86	76	71	67	64	—
	B	65	65	65	65	60	57	55	52	50	47	45	42	40
32	A	86	86	86	86	86	86	86	86	76	71	67	64	—
	B	65	65	65	65	60	57	55	52	50	47	45	42	40
34	A	86	86	86	86	86	86	86	86	76	71	67	64	—
	B	65	65	65	65	60	57	55	52	50	47	45	42	40
36	A	86	86	86	86	86	86	86	86	76	71	67	64	—
	B	65	65	65	65	60	57	55	52	50	47	45	42	40
38	A	86	86	86	86	86	86	86	86	76	71	67	64	—
	B	65	65	65	65	60	57	55	52	50	47	45	42	40
40	A	86	86	86	86	86	86	86	86	76	71	67	64	—
	B	65	65	65	65	60	57	55	52	50	47	45	42	40
42	A	86	86	86	86	86	86	86	86	76	71	67	64	
	B	65	65	65	65	60	57	55	52	50	47	45	42	
44	A	86	86	86	86	86	86	86	86	76	71	67		
	B	65	65	65	65	60	57	55	52	50	47	45		
46	A	86	86	86	86	86	86	86	86	76	71	67		
	B	65	65	65	65	60	57	55	52	50	47	—		
48	A	86	86	86	86	86	86	86	86	76	71			
	B	65	65	65	65	60	57	55	52	50	—			
50	A	86	86	86	86	86	86	86	86	76				
	B	65	65	65	65	60	57	55	52	50				
52	A	86	86	86	86	86	86	86	—					
	B	65	65	65	65	60	57	55	52					
54	A	86	86	86	86	86	—	—						
	B	65	65	65	65	60	57	55						
56	A	86												
	B	—												

FIND THIRD DIMENSION (IN INCHES) AT INTERSECTION OF FIRST AND SECOND DIMENSIONS

DOUGLAS DC-6 5

LINE A applies to: AA, CO
LINE B applies to: BN, DL, KL, NA, SN, SAS
LINE C applies to: UA

FIRST DIMENSION (IN INCHES)

SECOND DIMENSION (IN INCHES)	LINE	2	4	6	8	10	12	14	16	18	20	22	24	26	27	28
2	A	150														
	B	150														
	C	150														
4	A	150	150													
	B	150	150													
	C	150	150													
6	A	150	150	150												
	B	150	150	150												
	C	150	150	150												
8	A	150	150	150	150											
	B	150	149	149	149											
	C	150	150	150	150											
10	A	150	150	150	150	150										
	B	150	143	140	137	133										
	C	150	150	150	150	150										
12	A	150	150	150	150	150	146									
	B	150	138	133	128	124	122									
	C	150	150	150	150	150	146									
14	A	150	150	150	150	150	146	131								
	B	144	131	124	119	118	116	114								
	C	150	150	150	150	150	146	131								
16	A	150	150	150	150	150	146	127	118							
	B	131	122	117	115	112	109	108	108							
	C	150	150	150	150	150	142	127	117							
17	A	150	150	150	150	150	136	123	116	107						
	B	120	115	107	107	106	105	104	104	104						
18	C	150	150	150	150	135	123	121	111	105						
19	A	150	150	150	150	138	128	120	114	101	98					
	B	112	107	105	103	102	101	100	100	99	98					
20	C	150	150	150	142	131	110	104	98	95	90					
21	A	150	150	150	148	130	118	116	106	96	94	86				
	B	104	100	98	97	97	97	96	96	95	94	86				
22	C	150	150	147	130	125	103	98	92	90	84	81				
23	A	150	150	143	127	121	110	105	98	94	90	82	78			
	B	96	94	94	93	93	93	92	92	91	90	82	74			
24	C	150	147	138	123	115	96	91	88	84	78	74	71			
25	A	148	148	138	123	113	100	95	93	91	83	79	73	67		
	B	92	90	90	89	89	88	88	88	87	87	78	70	52		
26	C	147	143	128	116	110	90	84	81	79	73	73	71	67		
27	A	147	147	128	115	98	91	90	87	85	77	73	72	67	67	
	B	87	86	85	85	85	84	83	83	82	81	73	66	52	52	
28	C	143	130	118	103	95	85	82	77	75	73	73	71	—	67	40
29	A	143	128	118	108	94	89	87	84	83	76	71	71	67	67	
	B	82	81	80	80	80	79	79	78	78	69	69	52	52	52	
30	C	133	118	108	95	89	80	76	72	71	67	63	58	43		
31	A	123	108	96	90	82	80	77	77	75	73	71	71	67	67	
	B	77	77	76	75	75	75	74	74	73	72	65	57	52	52	
32	C	123	108	92	90	82	76	70	69	67	63	58	54	41		
34	A	110	96	86	80	76	74	73	73	73	73	71	71	67	67	
	B	72	72	72	71	71	70	69	69	68	67	61	54	52	52	
	C	110	96	86	80	76	72	68	66	65	60	56	52	39		
35	A	103	84	75	73	73	73	73	73	73	73	71	71	67	67	
	B	71	69	68	68	67	66	66	65	64	62	56	52	52	52	
36	A	103	84	75	73	73	73	73	73	73	73	71	71	67	67	
	B	71	69	68	68	67	66	66	65	64	62	56	52	52	52	
	C	103	84	75	73	71	69	66	64	61	58	53	48	38		
38	A	88	78	73	73	73	73	73	73	73	73	71	71	67	67	
	B	52	52	52	52	52	52	52	52	52	52	52	52	52	52	
	C	88	75													
40	A	78	75	73	73	73	73	73	73	73	73	63	63	53	53	
	B	52	52	52	52	52	52	52	52	52	52	52	52	52		
	C	75														
43	A	75	75	73	73	73	73	73	73	73	73	63	63	53	53	
	B	52	52	52	52	52	52	52	52	52	52	52	52	52		
47	A	75	75	73	73	73	73	73	73	63	63	59	59			
	B	52	52	52	52	52	52	52	52	52	52	52	52	52		
51	A	73	73	73	73	73	73	73	73							
	B	52	52	52	52	52	52	52	52	52						
55	A	51	51	51	51	51	51	51	51							
	B	52	52	52	52	52	52	52	52							

FIND THIRD DIMENSION (IN INCHES) AT INTERSECTION OF FIRST AND SECOND DIMENSIONS

6 DOUGLAS DC-6B

LINE A applies to: AA, CP, WA
LINE B applies to: CO, KL, SAS
LINE C applies to: LAN, NA, NE, NW, PAA, SAB, SR, UA

FIRST DIMENSION (IN INCHES)

SECOND DIMENSION (IN INCHES)	Line	3	6	9	12	15	18	21	24	27	30	33	36	39	42	45	48	51	54	57	60	63	66	69	72
3	A	211																							
	B	200																							
	C	200	200	200	200	184	175	166	158	149	142	137	131	126	120	111	104	100							
6	A	211	211																						
	B	200	200																						
	C	200	200	200	193	168	161	153	147	141	135	128	121	116	112	105	97	91							
9	A	211	211	195																					
	B	200	200	195																					
	C	200	200	195	169	150	144	139	135	128	123	117	113	108	104	94	89	82							
12	A	211	193	186	158																				
	B	190	190	186	158																				
	C	190	190	186	158	141	135	129	124	118	113	109	106	101	97	92	81	74							
15	A	184	168	160	142	127																			
	B	168	168	160	142	127																			
	C	168	168	160	142	127	122	118	114	109	104	101	98	94	90	79	72	67							
18	A	175	161	144	135	122	121																		
	B	175	161	144	135	122	121																		
	C	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—							
17	A	166	153	139	129	118	116	113																	
	B	166	153	139	129	118	116	113																	
	C	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—							
18	A	158	147	135	135	124	114	111	108	105															
	B	150	150	135	123	114	111	108	105	101															
	C	150	150	135	123	114	111	108	105	101	97	95	91	87	84	77	69	60							
19	A	149	141	128	118	109	106	103	101	94															
	B	149	141	128	118	109	106	103	101	94															
	C	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—							
20	A	142	135	123	113	104	101	99	97	92	90														
	B	142	135	123	113	104	101	99	97	92	90														
	C	—	—	—	—	—	—	—	—	—	—														
21	A	137	128	117	109	101	96	95	94	90	87	84													
	B	124	124	116	108	99	96	95	94	90	89	89													
	C	124	124	116	108	99	96	95	94	90	89	89	82	79	77	68	61	54							
22	A	131	121	113	106	98	95	92	91	88	85	82	78												
	B	131	121	113	106	98	95	92	91	89	89	89	89												
	C	—	—	—	—	—	—	—	—	—	—	—	—												
23	A	126	116	108	101	94	91	89	87	84	81	79	76	74											
	B	126	116	108	101	94	91	89	89	89	89	89	89	85											
	C	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—							
24	A	120	112	104	97	91	88	86	84	81	78	76	74	72	70										
	B	112	112	104	96	91	89	89	89	89	89	89	89	86	85										
	C	112	112	104	96	91	88	86	84	81	78	76	74	72	70	61	54	48							
25	A	111	105	101	95	88	85	83	81	78	76	74	72	70	68	61									
	B	111	105	101	95	89	89	89	89	89	89	89	89	85	85	76									
	C	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—									
26	A	104	102	98	92	85	82	81	79	76	74	72	70	68	66	57	53								
	B	104	102	94	92	89	89	89	89	89	89	89	89	89	89	85	76	76							
	C	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—							
27	A	100	99	95	89	82	79	78	77	74	72	70	69	66	64	53	49	43							
	B	100	99	95	89	89	89	89	89	89	89	89	85	85	76	76	70								
	C	99	98	95	89	82	79	78	77	74	72	70	69	66	64	53	49	43							
30	A	89	88	86	80	74	72	72	71	69	67	65	63	61	58	49	43	39							
	B	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—							
	C	88	88	86	80	74	72	72	71	69	67	65	63	61	59	48	43	39							
33	A	80	80	79	75	70	68	67	66	64	62	60	57	54	53	45	41	36							
	B	89	89	89	89	89	89	89	89	89	89	89	88	82	82	74	74	69	69	67					
	C	80	80	79	75	70	68	67	66	64	62	60	57	54	53	45	41	36							
36	A	71	71	71	69	66	64	62	61	59	58	56	53	50	48	42	38	34							
	B	89	89	89	89	89	89	89	89	89	89	89	88	81	81	74	74	68	68	67	63				
	C	71	71	71	69	66	64	62	61	59	58	56	53	50	48	42	38	34							
40	B	89	89	89	89	89	89	89	89	89	89	89	89	87	78	78	73	73	67	67	66	63	63		
44	B	89	89	89	89	89	89	89	89	89	89	89	89	87	78	78	72	72	66	66	65	63	63		
48	B	89	89	89	89	89	89	89	89	89	89	89	89	86	77	77	71	71	65	65	64	63	63		
52	B	89	89	89	89	89	89	89	89	89	89	89	89	86	77	77	71	71	64	64	63	63	63		
56	B	89	89	89	89	89	89	89	89	89	89	89	89	85	76	76	70	70	64	64	63	63	62		
60	B	89	89	89	89	89	89	89	89	89	89	89	89	85	76	76	70	70	64	64	63	63			
64	B	89	89	89	89	89	89	89	89	89	89	89	89	85	76	76	70	70	64	64					
68	B	89	89	89	89	89	89	89	89	89	89	89	89	85											

FIND THIRD DIMENSION (IN INCHES) AT INTERSECTION OF FIRST AND SECOND DIMENSIONS

7 LOCKHEED SUPER CONSTELLATION (COMBINATION)

FIRST DIMENSION (IN INCHES)

SECOND DIMENSION (IN INCHES)		2	4	6	8	10	12	13	14	16	18	20	21	22	24	25	26	28	29	30	32	34	39	40
2	A	312	300	282	177	158	142		128	117	110	107	105	71	65		59	56		49	44	39		
	B	312					300	300		300	300		200		200	200		200	123	100			100	100
3	B	312					300	226		220	220		220		200	200		200	133	100			100	100
6	A	310	300	282	177	158	142		128	117	110	107	105	68	63		58	52		47	42			
	B	300					200	200		200	200		200		200	200		200	111	100			100	100
8	A	310	300	282	177	158	142		128	117	110	107	105	68	63		58	52		47	42			
	B	300					202	170		170	170		170		170	170		170	101	100			100	100
9	A	310	300	282	177	158	142		128	117	110	107	105	68	63		58	52		47	42			
	B	300					177	152		152	152		152		152	152		152	100	100			100	100
9	B	300					158	127		127	127		127		127	127		127	100	100			100	100
10	A	310	300	282	177	158	142		128	117	110	107	105	68	63		58	52		47	42			
	B	300					158	127		127	127		127		127	127		127	100	100			100	100
12	A	310	300	282	177	158	142		128	117	110	107	105	68	63		58	52		47	42			
	B	300					142	128		124	124		124		124	124		124	100	100			100	100
13	A	310	295	197	174	156	139		126	116	109	107	104	65	60		53	50		45	41			
	B	300					128	114		114	114		114		114	114		114	100	100			100	100
14	A	300	295	197	174	156	139		126	116	109	105	104	65	60		55	50		45	41			
	B	300					128	114		114	114		114		114	114		114	100	100			100	100
15	B	300					124	114		108	108		108		108	108		108	100	100			100	100
16	A	300	243	193	171	152	137		124	115	109	105	101	69	62		55	50		45	41			
	B	300					124	114		108	108		108		108	108		108	100	100			100	100
17	B	300					124	114		108	104		104		104	104		104	100	100			100	100
18	A	300	234	190	168	150	135		122	113	108	104	103	65	60		55	50		45	41			
	B	300					125	114		108	104		104		104	104		104	100	100			100	100
19	A	300					124	114		108	104		101		101	101		101	60	60			60	60
20	A	300	225	186	165	149	133		121	112	107	104	102	65	60		55	50		45	41			
	B	300					124	114		108	104		101		101	101		101	60	60			60	60
21	A	300	218	181	162	144	130		119	111	106	103	102	65	60		55	50		45	41			
	B	300					124	114		108	104		100		100	100		100	60	60			60	60
22	A	300	218	181	162	144	130		119	111	106	103	102	57	52		48	45		42				
	B	300					124	114		108	104		100		80	80		60	42	42			29	
23	B	300					124	114		108	104		100		52	48		45	42	42			29	
24	A	300	212	177	158	141	128		118	110	105	102	101	57	52		48	45		42				
	B	300					124	114		108	104		100		52	48		45	42	42			29	
25	B	300					124	114		108	104		100		48	29		29	29	29			29	
26	A	300	206	174	155	149	126		116	109	104	101	101	29	29		29	29		29				
	B	300					124	114		108	104		100		48	29		29	29	29			29	
28	A	300	200	170	152	137	124		114	108	104	101	100	29	29		29	29		29				
	B	300					124	114		108	104		100		45	29		29	29	29			29	
29	A	295	191	101	93	85	78		72	68	65	63		42	29		29	29						
30	A	96	90	85	80	76	70		67	67	57	29		29	29		29	29						
32	A	87	80	75	73	67	66		61	59	57	29		29	29		29	29						
39	A	56	55	54	54	53	52		52	51	51	29		29	29		29	29						

A-applicable only to TCA
B-not applicable to TCA

FIND LENGTH (IN INCHES) AT INTERSECTION OF LENGTH AND WIDTH

8 LOCKHEED CONSTELLATION (For Lockheed SPEEDPAK See Table 16)

FIRST DIMENSION (IN INCHES)

SECOND DIMENSION (IN INCHES)	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
3	170	170	170	170	170	170	170	170	165	160	150	130	110	95	85	75	70	68	55
4	170	170	170	170	170	170	170	170	165	160	150	130	110	95	85	75	70	68	55
6	170	170	170	170	170	170	170	170	165	160	150	130	110	95	85	75	70	68	55
8	170	170	170	170	170	170	170	170	165	160	150	130	110	95	85	75	70	68	55
10	170	170	170	170	170	170	170	165	165	155	145	130	110	95	85	75	70	60	55
12	170	170	170	170	170	170	170	165	160	155	145	125	110	95	85	75	70	60	55
14	170	170	170	170	170	170	170	165	160	155	140	125	105	95	85	75	70	60	55
16	170	170	170	170	170	145	135	130	120	115	110	105	105	90	80	75	70	60	55
18	170	170	170	170	156	145	135	125	120	115	110	105	95	85	80	70	68	60	55
20	170	170	170	170	155	140	135	125	120	115	110	105	95	85	80	70	68	60	
22	170	170	170	170	150	140	135	125	120	115	110	105	95	85	75	70	68	60	
24	170	170	170	170	145	140	130	120	115	115	105	105	95	85	75	70	60		
28	170	170	170	170	146	140	130	120	115	115	105	105	95	85	75	70	60		
28	170	170	170	170	145	135	130	120	115	115	105	95	90	80	75	68	60		
30	170	170	170	150	140	135	125	120	115	110	105	95	90	80	70	68	60		
32	170	170	170	145	140	130	120	120	115	105	105	95	85	75	70	60	55		
34	170	170	155	145	135	130	120	115	115	105	105	95	80	70	68	60	55		
36	170	170	155	140	135	125	120	115	110	105	95	85	80	70	68	60	55		
38	170	155	145	135	125	120	115	110	105	95	95	90	80	70	68	60			
40	170	145	135	130	120	115	110	105	100	90	85	75	68	60	55				
41	170	145	135	130	120	115	110	105	95	90	80	70	68	60	55				

FIND THIRD DIMENSION (IN INCHES) AT INTERSECTION OF FIRST AND SECOND DIMENSIONS

10 DOUGLAS DC-7, 7-B, 7-C

HEIGHT OR WIDTH (IN INCHES)

WIDTH OR HEIGHT (IN INCHES)	6	9	12	15	16	17	18	19	20	21	22	23	24	25	26	27
3	*211	210	188	177	169	161	153	148	142	136	129	123	117	114	111	108
6	211	191	172	163	156	149	142	136	131	126	121	115	109	105	101	97
9	189	173	158	150	144	137	131	126	121	116	111	106	102	98	94	89	83	77
12	170	156	143	137	132	126	120	116	111	106	102	98	94	89	83	77
15	152	140	129	124	120	115	112	105	101	97	94	90	86	80	74	68
18	136	126	116	112	108	103	99	96	92	89	85	82	79	72	66	60
21	120	111	103	100	97	93	90	87	85	83	79	76	72	66	60	54
24	105	98	91	90	87	84	81	80	78	76	72	69	65	59	54	49
27	93	88	83	81	78	76	74	73	71	70	67	63	59	54	50	45
Width only (in inches) 30	87	83	79	76	74	71	69	68	66	65	62	58	54	49	45	41
33	83	79	76	73	71	69	67	64	62	60	57	53	49	45	41	38
36	80	77	75	70	69	67	65	62	59	56	53	49	45	42	38	34

FIND LENGTH (IN INCHES) AT INTERSECTION OF HEIGHT AND WIDTH

*Maximum length of 235 inches applicable to the DC-7C.

9 CONSOLIDATED CONVAIR AL, NA, TW only

Second Dimension (In Inches) \ First Dimension (In Inches)	5	10	15	20	25	30	35	40	45
5	80	80	80	80	80	80	80	80	80
10		80	80	80	80	80	80	80	80
15			72	75	75	75	75	75	73
20				70	70	70	70	70	70
25					60	70	70	70	55
30						55			

FIND THIRD DIMENSION (IN INCHES) AT INTERSECTION OF FIRST AND SECOND DIMENSIONS

56 CARAVELLE

HEIGHT \ WIDTH	4	8	12	16	20	24
	MAXIMUM LENGTH					
4	80	80	79	78	74	65
8	80	80	79	78	74	65
12	80	80	79	78	74	65
16	80	80	79	78	74	65
20	80	80	79	78	74	65
24	80	80	79	78	74	65
28	80	80	79	78	74	65
32	80	80	79	78	74	65
36	80	80	79	78	74	65
40	80	80	79	78	74	65
44	80	80	79	78	74	65
48	80	80	79	78	74	
52	80	80	79	78	74	
56	80	80	79	78		
60	64	64	64	62		

CONSOLIDATED CONVAIR

SECOND DIMENSION (IN INCHES) \ FIRST DIMENSION (IN INCHES)

LINE		2	4	6	8	10	12	14	16	18	20	22	24	26	28	30	32	34	36	38	40	42	44	46	48
2	A	98	98	98	98	98	98	98	98	98	98	98	98	98	98	98	98	98	98	98	98	98	98	98	98
	B	96	96	96	96	96	96	96	96	96	96	91	86	78	78	73	73	73	73	73	73	73	73	73	–
	C	108	108	108	105	105	105	105	105	105	105	105	105	105	105	105	105	105	105	105	105	105	105	105	105
	D	96	96	96	96	96	96	96	96	96	96	91	86	78	73	73	73	73	73	73	73	73	73	73	73
4	A		96	96	96	96	96	96	96	96	96	96	96	96	96	96	96	96	96	96	96	96	96	96	96
	B		96	96	96	96	96	96	96	96	96	91	86	78	73	73	73	73	73	73	73	73	73	73	–
	C		108	108	105	105	105	105	105	105	105	105	105	105	105	105	105	105	105	105	105	105	105	105	105
	D		96	96	96	96	96	96	96	96	90	84	76	73	73	73	73	73	73	73	73	73	73	73	73
6	A			94	94	94	94	94	94	94	94	94	94	94	94	94	94	94	94	94	94	94	94	94	94
	B			96	96	96	96	96	96	89	85	75	73	73	73	73	73	73	73	73	73	73	73	73	–
	C			105	105	105	105	105	105	105	105	105	105	104	104	104	104	104	104	96	96	96	96	96	96
	D			96	96	96	96	96	96	89	85	75	73	73	73	73	73	73	73	73	73	73	73	73	73
8	A				92	92	92	92	92	92	92	92	92	92	92	92	92	92	92	92	92	92	92	92	92
	B				94	94	94	94	90	84	75	73	73	73	73	73	73	73	73	73	73	73	73	73	–
	C				105	105	105	105	105	105	105	105	105	96	96	96	96	96	96	88	88	88	88	88	88
	D				94	94	94	94	90	84	75	73	73	73	73	73	73	73	73	73	73	73	73	73	73
10	A					90	90	90	90	90	90	90	90	90	90	90	90	90	90	90	90	90	90	90	90
	B					89	89	89	80	75	73	73	73	73	73	73	73	73	73	73	73	73	73	73	–
	C					102	102	102	102	102	102	102	102	90	90	90	90	90	90	80	80	80	80	80	80
	D					89	89	89	80	75	73	73	73	73	73	73	73	73	73	73	73	73	73	73	73
12	A						88	88	88	88	88	88	88	88	88	88	88	88	88	88	88	88	88	88	88
	B						84	84	77	73	73	73	73	73	73	73	73	73	73	73	73	73	73	73	–
	C						93	93	93	93	93	93	93	84	84	84	84	84	84	80	80	80	80	80	80
	D						84	84	77	73	73	73	73	73	73	73	73	73	73	73	73	73	73	73	73
14	A							86	86	86	86	86	86	86	86	86	86	86	86	86	86	86	86	86	86
	B							80	74	73	73	73	73	73	73	73	73	73	73	73	73	73	73	73	–
	C							84	84	84	84	84	84	80	80	80	80	80	80	80	80	80	80	80	80
	D							80	74	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	64
16	A								84	84	84	84	84	84	84	84	84	84	84	84	84	84	84	84	84
	B								70	67	65	59	59	59	59	59	59	59	59	59	59	59	59	59	–
	C								80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80
	D								70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	59
18	A									82	82	82	82	82	82	82	82	82	82	82	82	82	82	82	82
	B									70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	–
	C									80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80
	D									70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	54
20	A										80	80	80	80	80	80	80	80	80	80	80	80	80	80	80
	B										70	70	70	70	70	70	70	70	70	70	70	70	70	70	–
	C										80	80	80	80	80	80	80	80	80	80	80	80	80	80	80
	D										70	70	70	70	70	70	70	70	70	70	70	70	70	70	50
22	A																								
	B																								
	C																								
	D																								
24	A																								
	B																								
	C																								
	D																								
	E		105	105	105	104	92	86	78	74	68	64	50	56	52	48	44								
	F		105		105		84		80		80		58		56		56	56							
26	A																								
	B													30	30	30									
	C													46	46	46	46	46	46	46	46	46	46	46	–
	D													48	48	48	48	48	48	48	48	48	48	48	48
28	A																								
	B															30	30								
	C															46	46	46	46	46	46	46	46	46	–
	D															48	48	48	48	48	48	48	48	43	43
30	C															48	48	48	48	48	38	38	38	38	38
32	C																48	48	48	36	36	36	36	36	36
34	C																	48	48	36	36	36	36	36	36
36	E		104	104	98	90	84	78	72	68	64	60	56	52	48	44	40								
	F		104		96		84		80		80		56		42		40	38							
48	E		96	96	88	80	74	68	64	60	56	52	50	46	44	40	36								
	F		96		88		80		80		56		48		42		38	34							

LINE A Applies to AA and MO, TT.
LINE B applies to BN, CO and NO
LINE C applies to WA
LINE D applies to UA, and LC
LINE E applies to DL only
LINE F applies to EA only

CP MAXIMUM DIMENSIONS
28" x 48" x 30"
24" x 48" x 80"
12" x 24" x 98"

FIND THIRD DIMENSION (IN INCHES) AT INTERSECTION OF FIRST AND SECOND DIMENSIONS

53 DOUGLAS DC-8

HEIGHT IN INCHES

Find Length (in inches) at Intersection of Height and Width

Width in Inches	3	6	9	12	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30
3	298	298	296	296	295	294	294	293	293	293	293	292	292	292	292	292	292	291	291	291
6	298	297	296	294	293	293	293	293	291	291	291	290	284	276	274	271	262	248	238	232
9	296	296	262	260	250	244	239	240	237	232	230	228	225	222	216	212	209	200	189	182
12	296	294	260	210	202	202	199	196	193	191	189	186	183	180	170	165	160	140	136	130
15	295	293	250	202	172	159	152	144	134	129	127	124	122	120	118	115	113	112	111	110
16	294	293	247	199	160	150	139	127	125	124	122	120	118	116	114	113	112	111	110	106
17	294	293	244	197	150	140	130	122	120	118	117	116	114	111	110	110	109	107	105	103
18	293	293	240	196	144	127	122	120	118	116	115	114	112	109	108	108	107	105	103	101
19	293	291	237	193	134	125	121	118	116	115	114	112	109	106	105	105	105	103	102	100
20	293	291	232	191	130	123	120	114	113	112	110	108	106	103	103	103	103	102	101	100
21	293	291	230	189	127	122	117	111	110	110	108	106	104	103	103	102	102	101	100	100
22	292	290	228	185	125	120	115	110	108	108	106	105	104	103	102	101	101	100	99	99
23	292	284	225	182	122	118	112	109	107	105	105	104	104	102	102	101	101	100	99	99
24	292	276	222	180	120	116	111	109	106	103	103	103	103	102	101	101	100	99	99	99
25	292	274	216	170	118	115	110	108	105	103	103	102	103	102	101	100	100	99	99	98
26	292	271	212	164	115	113	109	107	104	103	102	102	102	101	101	100	99	99	98	98
27	292	262	209	160	113	112	108	106	103	102	102	102	102	101	100	100	99	99	98	98
28	291	254	156	140	111	110	107	105	103	101	101	101	101	101	100	100	99	99	98	97
29	291	246	128	121	108	107	106	104	102	101	101	101	101	101	100	100	99	99	98	97
30	291	241	112	109	106	105	105	104	102	101	101	101	101	101	100	100	99	99	98	97
31	290	237	108	106	104	104	103	102	101	99	98	97	97	97	96	96	96	95	95	95
32	289	232	105	103	103	102	101	100	99	98	97	96	96	95	95	94	94	93	93	93
33	288	228	103	102	102	101	99	98	98	97	96	95	95	94	94	94	94	93	92	91
34	287	226	102	102	101	100	98	97	96	95	94	94	93	92	91	91	90	89	88	87
35	287	225	102	101	99	98	97	96	95	94	94	93	92	91	90	89	89	87	86	85

15 DOUGLAS DC-6A (ALL CARGO) DOUGLAS DC-7F (ALL CARGO)

HEIGHT OR WIDTH (IN INCHES)

WIDTH OR HEIGHT (IN INCHES)	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78
3	623	623	623	623	623	623	623	623	620	612	598	570	547	521	499	473	446	428	412
6	623	623	623	623	623	623	623	620	605	593	581	542	521	501	476	449	431	418	393
9	623	623	623	623	623	623	623	618	595	579	554	523	494	477	453	438	417	394	382
12	602	601	580	575	560	545	530	511	504	496	472	458	432	417	404	387	372	363	354
15	550	534	519	506	498	489	475	460	445	436	420	403	392	380	369	358	349	341	330
18	484	477	463	452	444	435	424	414	406	398	384	373	361	349	341	330	321	312	302
21	430	421	414	409	401	395	385	376	367	358	350	339	328	321	313	304	298	289	282
24	398	390	385	379	368	363	359	348	339	330	326	322	319	308	299	291	284	279	271
27	365	358	350	347	341	336	329	322	315	307	298	289	281	278	272	269	266	263	259
30	336	330	328	324	319	311	304	300	294	286	279	271	264	260	257	254	251	247	245
33	318	311	307	301	298	292	287	282	278	271	263	255	248	244	239	235	231	227	224
36	290	286	284	282	280	276	272	267	263	256	249	243	235	231	228	224	219	216	213
39	274	271	269	267	264	260	256	251	248	242	237	230	224	219	215	211	205	201	198
42	259	256	254	252	250	247	243	238	235	230	225	219	214	210	204	199	196	193	189
45	247	244	242	240	238	235	231	226	223	218	213	208	204	201	197	193	189	185	181
48	234	232	230	228	226	223	218	214	211	208	204	199	196	192	188	185	181	177	175
51	222	220	218	216	214	210	207	203	200	195	191	188	184	180	177	174	172	170	168
54	210	208	206	205	202	198	195	193	191	188	185	181	179	173	171	168	165	163	162
57	198	196	194	192	190	187	185	183	182	178	175	173	171	167	164	162	159	157	155
60	189	186	184	182	180	178	176	174	173	171	170	169	168	163	160	158	155	153	149
63	181	179	177	175	173	170	168	166	165	163	160	158	156	154	151	149	146	144	142
66	174	171	169	167	165	164	162	160	159	156	154	152	151	148	146	144	142	140	138
69	169	166	163	161	160	159	158	154	152	150	148	147	146	144	141	139	137	135	134
72	163	161	158	156	153	151	150	148	146	145	143	142	141	139	137	136	134	132	130
75	157	155	152	150	147	146	144	142	140	139	138	137	135	134	132	130	128	126	
78	151	149	146	144	141	139	138	136	134	133	132	131	130	128	126	123	121	118	
81	146	143	140	138	135	133	131	130	129	128	127	126	125	122	120	116	115		
84	141	138	135	132	129	128	127	126	125	124	123	122	120	118	115				
87	136	133	130	127	124	122	121	119	118	117	115	114	113						
90	132	128	125	122	121	120	118	117	116	115	112								
93	127	124	122	119	116	115	114	113	112	111									
96	124	121	119	116	114	113	112												
99	120	118	116	114	112														
102	117	115																	
105	115																		

Width only (In Inches)

FIND LENGTH (IN INCHES) AT INTERSECTION OF HEIGHT AND WIDTH

14-A BRISTOL BRITANNIA

HEIGHT IN INCHES

	11	17	20	23	25	27	30
5	161	161	161	161	151	138	129
7	155	155	154	153	144	133	125
9	150	150	148	145	137	128	121
11	145	145	142	139	132	124	117
13	140	140	136	133	126	120	114
15	135	135	132	128	121	116	110
17	132	132	128	123	117	112	106
19	128	128	123	118	114	108	102
21	124	124	119	115	109	104	98
22	120	120	115	111	106	100	95
24	116	116	112	107	101	97	91
26	113	113	107	103	97	93	87
28	108	108	103	99	94	89	82
30	104	104	99	96	90	85	78
32	100	100	96	91	86	81	75
34	96	96	92	88	82	78	71
36	93	93	88	84	78	74	68
38	89	89	84	79	75	70	64
40	85	85	80	76	71	66	61
41	81	80	76	72	67	62	58
43	77	76	72	68	63	58	56
45	75	72	68	64	59	56	54

Find length at intersection of height and width.

19 MARTIN

LINE A applies to: EA
LINE B applies to: DL, TW, PC
LINE C applies to: AL

FIRST DIMENSION (IN INCHES)

SECOND DIMENSION (IN INCHES)	Line	3	6	9	12	15	19	20	30	40	80	83
3	A	136	136	136	136	136	136	74	74	74	74	74
	B	70	70	70	70	70	70	70	56	56	40	40
	C	56	56	56	56	56	56	56	56	34	34	34
6	A	136	74	74	74	74	74	74	74	74	74	74
	B	70	70	70	70	70	70	70	56	56	40	40
	C	56	56	56	56	56	56	56	56	34	34	34
9	A	136	74	74	74	74	74	74	74	74	74	74
	B	70	70	70	70	70	70	70	56	56	40	40
	C	56	56	56	56	56	56	56	56	34	34	34
12	A	136	74	74	74	74	74	74	74	74	74	74
	B	70	70	70	70	70	70	70	56	56	40	40
	C	56	56	56	56	56	56	56	56	34	34	34
15	A	136	74	74	74	74	74	74	74	74	74	74
	B	70	70	70	70	70	70	70	56	56	40	40
	C	56	56	56	56	56	56	56	56	34	34	34
20	A	136	74	74	74	74	74	74	74	74	74	74
	B	70	70	70	70	70	70	70	56	56	40	40
	C	56	56	56	56	56	56	56	56	34	34	34
23	A	136	74	74	74	74	74	74	69	69	69	69
	B	70	70	70	70	56	56	56	56	56	40	40
	C	56	56	56	56	56	56	56	56	34	34	34
25	A	74	74	74	74	74	74	74	69	69	69	69
	B	70	70	70	70	56	56	56	56	56	40	40
	C	56	56	56	56	56	56	56	24	24	24	24
30	A	74	74	74	74	74	74	74	56	56	44	44
	B	70	70	70	70	56	56	56	56	56	40	40
	C	56	56	56	56	56	56	56	24	24	24	24
33	A	74	74	74	74	74	74	74	56	56	—	—
	B	70	70	70	70	56	56	56	56	—	—	—
	C	56	56	56	56	56	56	56	24	24	24	24
34	A	74	74	74	74	—	—	—	—	—	—	—
	B	70	70	70	70	—	—	—	—	—	—	—
	C	56	56	56	56	56	56	56	24	24	24	24

FIND THIRD DIMENSION (IN INCHES) AT INTERSECTION OF FIRST AND SECOND DIMENSIONS

22 VISCOUNT

FIRST DIMENSION (IN INCHES)

SECOND DIMENSION (IN INCHES)		15	20	25	30	35	40	45	50	52	54	55	56	58	60	65	70	75	80	85	90	95	100
8	A								36	36	36		36	36	36	20	20	18	18	18	18	18	18
10	A								35	35	35		35	35	20	20	20	18	18	18	18	18	18
	B	46	46	46	46	46	37	37	35			35			18	18	18	18	18	18	18	18	18
12	A								35	35	35		35	20	20	20	20	18	18	18	18	18	18
	B	46	46	46	46	46	36	36	35			35			18	18	18	18	18	18	18	18	18
14	A								35	35	35		20	20	20	20	19	18	18	18	18	17	17
	B	46	46	46	46	46	35	35	35			35			18	18	18	18	18	18	18	18	18
16	A								34	34	20		20	20	20	20	19	18	18	18	17	17	17
	B	46	45	45	45	35	35	35	35			35			18	18	18	18	18	18	18	18	18
18	A								33	20	20		20	20	20	20	19	18	17	17	17	17	
	B	46	40	40	40	35	35	35	35			35			18	18	18	18	18	18	18	18	18
20	A								32	20	20		20	20	20	19	19	17	17	17	17	16	--
	B	46	36	36	36	31	18	18	18			18			18	18	18	18	18	18	18	18	15
22	A								30	20	20		19	19	19	19	18	17	17	16	16	15	
	B	46	36	33	29	21	18	18	18			18			18	18	18	18	18	15	15	15	15
24	A								27	19	19		19	19	19	19	18	17	16	15	15		
	B	46	36	30	27	21	18	18	18			18			18	18	18	18	18	15	15	15	15
26	A								25	19	19		19	19	19	18	17	16	15				
	B	46	36	28	24	21	18	18	18			18			18	18	18	18	18				
28	A								21	19	19		18	18	18	18	16	15					
	B	46	36	26	21	21	18	18	18			18			18	18	18	18	18				
30	A								19	19	19		18	18	18	18	15						
	B	46	36	24	21	21	18	18	18			18			18	18	18	18	18				
32	A								18	18	18		18	18	18	17							
	B	46	31	23	21	19	18	18	18			18			15	15	15						
34	A								18	18	18		17	17	17								
	B	46	31	21	21	18	18	18	18			18			15	15	15						
36	A								17	17	17												
	B	35	21	20	20	18	16	16	16			15			12	12	12						
38	A								15														
	B	35	19	19	19	18	15	15	15														

A—applicable to TCA only
B—Not applicable to TCA

FIND THIRD DIMENSION (IN INCHES) AT INTERSECTION OF FIRST AND SECOND DIMENSIONS

16 LOCKHEED CONSTELLATION SPEEDPAK

FIRST DIMENSION (IN INCHES)

SECOND DIMENSION (IN INCHES)	6	8	10	12	14	16	18	20	22	24	26	28	30	32	34	36	38	40	80
6	320	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300
8	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300
10	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300
12	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300
14	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300
16	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300
18	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300
20	300	300	300	300	300	300	300	290	290	290	290	290	290	290	290	290	290	290	290
22	300	300	300	300	300	300	300	290	260	260	260	260	260	260	260	260	260	260	260
24	300	300	300	300	300	300	300	290	260	196	196	196	196	196	196	196	196	196	196
26	300	300	300	300	300	300	300	290	260	187	187	187	187	187	187	187	187	187	187
28	300	300	300	300	300	300	300	290	260	196	187	165	165	165	165	165	165	165	165
30	300	300	300	300	300	300	300	290	260	196	187	165	133	133	133	133	133	133	133

FIND THIRD DIMENSION (IN INCHES AT) INTERSECTION OF FIRST AND SECOND DIMENSIONS

18 SMITH CURTISS COMMUTER

Use Convair Chart No. 9.

23 LOCKHEED SUPER CONSTELLATION (All Cargo)

HEIGHT (IN INCHES)

WIDTH (IN INCHES)		54	60	66	72	
3	A	792	792	696	492	
		840	840	696	486	414
6	A	792	792	624	456	
		840	792	624	462	372
9	A	792	696	528	396	
		840	702	534	402	366
12	A	756	624	492	360	
		762	624	495	366	297
18	A	576	492	396	288	
		576	498	396	293	264
24	A	480	396	312	240	
		480	402	318	246	228
30	A	384	324	264	216	
		390	327	270	216	198
36	A	324	276	228	180	
		324	276	231	189	162
48	A	240	204	180	144	
		240	210	176	144	132
60	A	180	156	132	108	
		186	165	138	110	108
72	A	132	120	108		
		141	117	110		
88		117				

FIND LENGTH (IN INCHES) AT INTERSECTION OF HEIGHT AND WIDTH
A - Applicable only to EA.

21 VERTOL 44

MAXIMUM DIMENSIONS:
20 IN. x 24 IN. x 44 IN.

20 SIKORSKY S-55

MAXIMUM DIMENSIONS:
20 IN. x 24 IN. x 44 IN.

24 FAIRCHILD C-82

MAXIMUM DIMENSIONS:
100 x 102 x 335
and
74 x 102 x 460

MAXIMUM DIMENSIONS FOR PACIFIC AIR LINES
39 x 45 x 24

50C BOEING 720

WIDTH IN INCHES

HEIGHT IN INCHES	4	8	12	16	20	24	28	32	36	40	44	48
5	256	(252) 240	(226) 218	(207) 203	(189) 188	176	164	156	149	139	131	120
10	253	(247) 220	(220) 205	(201) 193	(184) 180	170	158	152	145	135	128	118
15	(247) 219	(241) 208	(213) 193	(194) 182	(178) 172	162	153	147	140	131	124	115
20	(242) 208	(231) 200	(207) 183	(187) 172	(172) 163	155	147	141	134	125	119	112
25	(233) 205	(219) 184	(198) 171	(179) 162	(165) 154	147	141	134	127	118	112	107
30	(220) 189	(204) 170	(192) 160	(170) 152	(156) 145	140	133	125	119	110	104	99
35	(203) 168	(193) 155	(182) 146	(159) 141	(147) 136	132	121	113	107	100	95	89
40	(191) 150	(184) 141	(169) 134	(145) 127	(135) 120	112	105	98	92	88	83	78
45	(184) 131	(171) 123	(151) 117	(127) 110	(120) 101	94	88	81	76	72	68	50
50	(174) 118	(153) 110	(129) 102	(105) 93	(98) 84	76	68	62	58	54		
55	(158)	(130)	(104)	(83)								
60	(129)	(100)	(82)									
65	(89)											
68	(81)											

Find length (in inches) at intersection of height and width. Length figures shown in parenthesis ( ) can be used only if cargo is inserted diagonally through the door.

50 BOEING 707

FIRST DIMENSION (IN INCHES)

SECOND DIMENSION (IN INCHES)		4	8	12	16	20	24	28	32	36	40	44	48
69	C	81											
68	A	108											
	A	126											
67	C	87											
65	C	94	81										
64	A	140	106										
63	C	102	89										
62	A	152	125										
61	C	110	97	81									
60	A	162	139	101									
59	C	120	106	90									
58	A	171	150	118									
56	A	181	160	130									
	C	133	118	104									
54	A	190	170	141	98								
53	C	146	131	118	95								
52	A	199	180	151	118								
50	A	208	188	160	130								
	D	175	152	138	135	118	97	88	82	54			
	C	159	144	132	117								
48	D	180	161	140	138	128	110	100	91	78	68	52	
47	A	221	201	174	147	121	106	94	84	63	53	--	--
	B	127	120	112	103	95	87	78	70	63	53	--	--
	C	171	156	144	132	118	107	100	70	62	52	--	--
44	A	232	214	186	161	137	123	113	105	96	85	65	--
	B	133	126	118	110	102	95	88	85	82	80	65	--
	C	182	167	156	144	130	119	110	82	80	80	64	--
	D	187	175	156	144	139	130	120	108	96	86	73	52
41	C	193	177	165	153	141	130	118	105	98	81	--	--
40	A	243	229	202	178	156	140	124	114	106	95	85	--
	B	149	141	134	133	130	124	116	109	102	95	85	--
	D	197	185	170	156	144	140	132	120	106	97	86	68
38	C	203	186	173	161	150	138	126	114	107	100	91	55
36	A	250	241	218	195	173	156	138	125	113	106	96	74
	B	69	168	162	153	145	136	128	120	113	106	96	74
	C	209	191	178	165	155	143	131	119	112	105	96	73
	D	209	192	182	166	155	146	141	131	117	106	96	78
33	C	218	200	185	171	160	148	137	126	120	112	103	84
32	A	255	250	233	210	187	168	149	135	125	114	105	87
	B	198	194	182	170	160	148	139	130	122	114	105	87
	D	221	202	192	173	162	150	148	140	131	120	108	91
30	C	226	207	191	177	165	153	142	132	126	118	109	92
28	A	259	257	243	225	200	179	159	149	138	124	113	96
	B	222	215	200	186	174	160	149	139	130	122	113	96
	D	232	211	198	180	167	155	150	148	141	132	120	100
27	C	234	214	197	182	169	157	146	137	131	123	114	98
24	A	263	261	254	238	212	189	179	168	156	140	123	103
	B	242	236	219	202	187	172	158	147	137	128	119	103
	C	241	220	202	187	173	160	149	141	135	128	119	103
	D	241	220	202	187	173	160	155	150	146	140	130	110
21	C	248	225	207	191	176	163	153	143	138	131	123	108
20	A	266	265	261	249	222	212	200	187	173	156	137	109
	B	261	257	238	218	200	183	167	153	143	133	125	109
	D	250	228	208	192	177	173	167	162	155	144	139	129
18	C	253	231	211	194	179	166	155	147	141	135	126	111
16	A	271	268	266	258	249	238	225	210	195	178	161	142
	B	269	268	256	233	213	193	175	159	148	138	129	114
	D	259	235	214	197	192	187	180	173	166	156	144	138
15	C	259	236	215	198	182	169	158	149	143	137	129	115
12	A	273	271	269	266	261	254	243	233	218	202	186	169
	B	272	270	269	248	224	202	181	164	152	141	132	118
	C	264	241	219	202	185	174	160	151	145	139	131	118
	D	264	241	219	214	208	202	198	192	182	170	156	140
9	C	268	246	223	205	188	176	163	153	147	140	132	120
8	A	274	272	271	268	265	261	257	250	241	229	214	197
	B	274	272	271	263	233	209	187	269	155	144	134	121
	D	270	247	241	235	228	220	211	202	192	185	175	161
6	C	272	250	227	208	191	177	165	155	148	141	131	122
4	A	276	274	273	271	266	263	259	255	250	243	232	216
	B	275	274	273	270	240	214	190	172	158	146	135	123
	D	274	270	264	259	250	241	232	221	209	197	187	180
3	C	275	254	230	211	194	179	167	157	149	142	134	123

A-B - TWA, PAA
C - AAL
D - CAL, BNF, WAL

A - Use when package weighs less than 50 kilos and may be turned on side for loading.

B - Use when package weighs 50 kilos or more or when it cannot be turned on side for loading.

FIND THIRD DIMENSION (IN INCHES) AT INTERSECTION OF FIRST AND SECOND DIMENSIONS

51 DE HAVILAND COMET IV

First Dimension in Inches

SECOND DIMENSION IN INCHES	15	22	26	28	32	41	44	46	47	48
2	152	128	89	78	78	78	78	78	78	78
4	125	100	78	78	78	78	78	78	78	78
6	103	81	78	78	78	78	78	78	78	78
8	86	78	78	78	78	78	78	78	78	78
10	78	78	78	78	78	78	78	78	78	78
12	78	78	78	78	78	78	78	78	78	78
14	78	78	78	78	78	78	78	78	78	
15	78	78	78	78	78	78	78	78	78	
16	78	78	78	78	78	78	78	78		
17	78	78	78	78	78	78	78	78		
18	78	78	78	78	78	78	78			
19	78	78	78	78	78	78	78			
20	78	78	78	78	78	78	78			
22	78	78	78	78	78	78				
24	78	78	78	78	78					
26	78	78	78							
28	78	78								
30	78	78								

Find Third Dimension (in inches) At Intersection of First & Second Dimensions

53A DOUGLAS DC-8
Applicable To DL Only

WIDTH IN INCHES	HEIGHT IN INCHES 6	9	12	15	16	17	18	19	20	21	22	23	24	25	26	27	30
	MAXIMUM LENGTH — INCHES																
3	230	217	204	194	191	188	185	183	181	179	178	177	176	175	174	174	172
6	230	216	202	188	184	180	178	175	173	171	170	169	168	167	166	166	166
9	216	190	176	165	163	161	159	157	156	156	155	154	154	153	152	152	152
12	185	172	160	154	153	152	152	150	149	148	146	145	144	143	142	141	140
15	180	160	153	150	150	150	150	147	145	142	140	138	136	135	134	133	131
18	170	157	152	147	147	146	144	141	138	136	134	131	129	128	126	124	120
21	166	154	150	144	142	140	137	136	132	130	127	124	122	120	118	117	113
24	164	151	149	141	137	133	130	127	124	121	119	116	114	110	108	106	101
27	156	148	145	132	125	121	118	114	110	109	104	100	98	95	93	92	88
30	150	146	139	120	111	108	102	97	92	88	85	82	80	79	77	76	73
33	148	143	122	107	91	86	80	76	72	69	67	65	64	62	61	60	59
36	144	140	94	72	68	64	60	58	55	53	51	49	48	47	46	45	44

14 DOUGLAS C-47 (ALL CARGO)

HEIGHT OR WIDTH (IN INCHES)	WIDTH OR HEIGHT (IN INCHES) 40	44	48	52	56	60	64	WIDTH ONLY (IN INCHES) 68	72	76	80	84
2	366	366	366	357	357	357	357	353	189	129	109	101
4	366	366	366	357	357	357	357	353	189	129	109	101
8	362	362	357	357	357	357	353	237	161	129	109	97
12	362	357	357	357	357	353	297	177	129	117	97	85
16	357	357	357	357	353	325	213	133	117	105	93	81
20	357	357	357	353	277	253	153	117	105	93	81	
24	325	309	305	285	253	213	117	109	97	85	81	
28	273	265	253	237	217	153	109	97	89	81	81	
32	233	229	217	197	177	121	105	93	85	81	81	
36	201	197	189	177	153	117	105	89	85	81	81	
40	177	173	169	157	141	105	105	85	85	81	81	
44	173	161	157	145	129	105	101	85	81	77		
48	169	133	133	129	117	105	93	81	81	77		
52	117	117	117	117	109	105	85	81	81	77		
56	97	97	97	97	97	85	69	69				

FIND LENGTH (IN INCHES) AT INTERSECTION OF HEIGHT AND WIDTH

52 LOCKHEED ELECTRA

PACKAGE LENGTHS (INCHES)

HEIGHT (INCHES)	5	10	15	20	22	23	24	25	26	27	28	31	34	37	40	43	51
27	161	161	161	161	144	133	129	122	116	110	105	93	82	73	68	63	44
26	161	161	161	161	161	160	150	140	136	128	119	104	92	82	74	67	46
24	159	159	159	159	159	159	159	159	159	159	152	134	114	102	89	79	50
22	161	161	161	161	161	161	161	161	161	161	161	161	161	134	112	100	92	51
20	162	162	162	162	162	162	162	162	162	162	162	162	162	140	123	110	99	61
18	163	163	163	163	163	163	163	163	163	163	163	163	152	133	119	106	69
16	164	164	164	164	164	164	164	164	164	164	164	164	151	136	122	109	100	72
14	165	165	165	165	165	165	165	165	165	165	165	162	144	131	117	107	99	75
12	165	165	165	165	165	165	165	165	165	165	164	156	139	126	116	106	98	77
10	169	169	169	169	169	169	168	165	162	155	148	138	125	114	103	98	80
5	169	169	169	169	169	169	168	165	162	155	148	138	125	114	103	98	80

53B DOUGLAS DC-8
Applicable to EA and NW Only

HEIGHT (IN INCHES)

WIDTH (IN INCHES)	6	9	12	15	16	17	18	19	20	21	22	23	24	25	26	27	30
3	283	283	283	283	283	283	283	283	283	283	283	283	283	283	283	283	283
6	283	283	283	283	283	283	283	283	283	283	283	283	283	283	283	283	283
9	283	270	258	258	246	246	246	246	236	236	229	224	222	220	217	215	209
12	283	258	240	220	214	208	202	198	192	188	186	183	181	179	177	175	170
15	283	258	220	175	171	168	168	168	159	159	154	154	154	149	148	147	145
18	283	246	202	168	164	161	157	154	151	149	146	144	142	140	138	136	132
21	283	236	188	159	154	150	149	142	139	136	133	130	128	126	124	122	116
24	283	222	181	154	148	144	142	136	132	128	124	121	118	115	112	108	101
27	283	215	175	147	136	136	136	122	122	122	108	108	108	96	94	92	90
30	283	209	170	145	132	132	132	116	116	116	101	101	101	90	90	90	79
33	218	164	128	107	91	86	81	80	79	78	78	77	76	76	75	74	70
36	195	136	95	79	75	72	70	70	70	70	70	69	68	68	66	65	60

FIND LENGTH (IN INCHES) AT INTERSECTION OF HEIGHT AND WIDTH

54 FAIRCHILD F-27
(Use DC-3 Chart)

SUMMARY OF CARRIER'S TERMS OF ACCEPTANCE OF LIVE ANIMALS

A-Accepted for shipment on all aircraft operated by the carrier.
AC-Accepted on ALL-CARGO aircraft only.
N-Not accepted.
(E)-Air Express only.
Explanation of numerical notes follows charts.

	AA	AL	BL	BN	CO	CN	CPA(4)	DL	EA	FL
Animals, live	AC(2-6)	A(2)	N	AC(2-6)	A(2-23-25)	N	A(2-32)	AC(2-6)	AC(2)	A(2-20)
EXCEPTIONS										
Alligators	AC(2-6)	N	N	AC(2-6)	N	N	N	AC(2-6)	AC(2-6)	N
Alligators, baby	AC(2-6)	N	N	AC(2-6)	N	N	N	A(2)	AC(2)	N
Animals, in excess of 200 lbs	AC(6-49)	N	N	AC(6-49)	N	N	A(2-32)	AC(2-6)	AC(2)	N
Apes	AC(6-49)	N	N	AC(6-49)	N	N	N	AC(2-6)	AC(2)	N
Bears, cub	AC(49)	N	N	AC(6-49)	A(2-23-25)	N	N	AC(2-6)	AC(2)	N
Bears, grown	AC(6-49)	N	N	AC(6-4-49)	N	N	N	AC(2-6)	AC(2)	N
Bees	A(2)	A(2)	N	AC(2)	A(2-23-25)	N	A(10-32)	A(2)	A(2)	A(2-20)
Birds	AC(2)	N	N	AC(2)	A(2-23-25)	N	A(32)	AC(2)	AC(2)	A(2-20)
EXCEPTIONS										
Birds, small	AC(2)	N	N	AC(2)	A(2-23-25)	N	A(2-32)	AC(2)	AC(2)	A(2-20)
Canaries	AC(2)	N	N	AC(2)	A(2-23-25)	N	A(2-32)	AC(2)	AC(2)	A(2-20)
Parakeets	AC(2)	N	N	AC(2)	A(2-23-25)	N	A(2-32)	AC(2)	AC(2)	A(2-20)
Parrots	AC(2)	N	N	AC(2)	A(2-23-25)	N	A(2-32)	AC(2)	AC(2)	A(2-20)
Cats	A(2)	N	N	AC(2)	A(7)	N	A(2-32)	AC(2)	AC(2)	N
Chimpanzees	AC(6-49)	N	N	AC(6-49)	N	N	N	AC(2-6)	AC(2)	N
Chinchillas	A(2)	N	N	N	42	N	A(2-32)	AC(2)	AC(2)	(E)
Dogs	A(2)	N	N	AC(2)	A(7)	N	A(2-32)	AC(2)	AC(2)	N
Elephants	AC(6-49)	N	N	N	N	N	N	AC(2-6)	AC(2)	N
Fish	A(2)	A(2-9)	A(2-9)	A(2)	A(2-23-25-27)	N	A(2-9-32)	A(2)	A(2-9)	A(2-9-20)
EXCEPTIONS										
Clams	A(2)	A(2-9)	A(9)	A(2)	A(2-23-25-27)	N	A(2-9-32)	A(2)	A(2)	A(2-9-20)
Goldfish	A(2)	A(2-9)	A(9)	A(2)	N	N	A(50-32)	A(2)	A(2-50)	A(2-9-20)
Lobsters	A(50a)	A(2-9)	A(50a)	A(50a)	A(23-25-50a)	N	A(50a-32)	A(50a)	A(2-50a)	A(20-50a)
Shellfish	A(2)	A(2-9)	A(9)	A(2)	A(2-23-25)	N	A(2-9-32)	A(2)	A(2-9)	A(2-9-20)
Tropical Fish	A(50)	A(2-9)	N	A(50)	A(23-25-50)	A(16a)	A(50-32)	A(50)	A(2-50)	A(50)
Foxes	AC(2)	A(2-9)	N	AC(2)	A(2-23-25)	N	N	AC(2)	AC(2)	N
Guinea Pigs	A(2)	N	N	AC(2)	A(2-23-25)	N	A(2-32)	AC(2)	AC(2)	N
Hamsters	A(2)	N	N	AC(2)	A(2-23-25)	N	A(2-32)	AC(2)	AC(2)	N
Hippopotamus	AC(6-49)	N	N	AC(6-49)	N	N	N	AC(2-6)	AC(2-16)	N
Horses, race	N	N	N	N	N	N	N	N	AC(2-16)	N
Insects	A(2)	N	A(2)	A(2)	A(2-23-25)	N	A(2-32)	A(2)	AC(2)	A(2-20)
Lions, cub	AC(49)	N	N	AC(49)	A(2-23-25)	N	N	AC(2-6)	AC(2-16)	N
Lions, grown	AC(6-49)	N	N	AC(6-49)	N	N	N	AC(2-6)	AC(2-16)	N
Livestock	AC(2-6)	N	N	AC(2-6)	N	N	N	AC(2-6)	AC(2-16)	N
EXCEPTIONS										
Calves	AC(6-49)	N	N	N	N	N	N	AC(2-6)	AC(2-16)	N
Cattle, grown	N	N	N	N	N	N	N	N	AC(2-16)	N
Cattle, uncrated	N	N	N	N	N	N	N	N	AC(2-16)	N
Goats	AC(6-49)	N	N	AC(6-49)	N	N	N	AC(2-6)	AC(2)	N
Horses, draft	N	N	N	N	N	N	N	N	AC(16)	N
Sheep	AC(6-49)	N	N	AC(6-49)	N	N	N	AC(2-6)	AC(2-16)	N
Swine	AC(6-49)	N	N	AC(6-49)	N	N	N	AC(2-6)	AC(2-16)	N
Mink	A(2)	N	N	AC(2)	A(2-23-25)	N	A(2-32)	AC(2)	AC(2)	N
Monkeys	AC(2)	N	N	AC(2)	A(2-23-25)	N	N	AC(2)	AC(2)	N
Orangoutangs	AC(2)	N	N	AC(2)	N	N	N	AC(2-6)	AC(2)	N
Pets, small	A(2)	N	N	AC(2)	A(2-23-25)	N	A(2-32)	AC(2)	AC(2)	N
Poultry	AC(2)	N	N	AC(2)	A(2-23-25)	N	A(8-32)	AC(2)	AC(2)	N
EXCEPTIONS										
Chicks	A(2-4-8-16-18)	N	N	AC(2-4-8-16-18)	A(2-23-25)	N	A(8-32)	AC(2)	AC(2-8-16-18)	A(8-20)
Ducklings	A(2-4-8-16-18)	N	N	AC(2-16-18)	A(2-23-25)	N	A(8-32)	AC(2)	AC(2-8-16-18)	A(8-20)
Goslings	A(2-4-8-16-18)	N	N	AC(2-16-18)	A(2-23-25)	N	A(8-32)	AC(2)	AC(2-8-16-18)	A(8-20)
Poultry, baby	A(2-4-8-16-18)	N	N	AC(2-16-18)	A(2-23-25)	N	A(8-32)	AC(2)	AC(2-8-16-18)	A(8-20)
Poults (except turkey)	A(2-4-8-16-18)	N	N	AC(2-16-18)	A(2-23-25)	N	A(8-32)	AC(2)	AC(2-8-16-18)	N
Poults, turkey	A(2-4-8-16-18)	N	N	AC(2-16-18)	A(2-23-25)	N	A(8-32)	AC(2)	AC(2-8-16-18)	A(8-20)
Rabbits	A(2)	N	N	AC(2)	A(2-23-25)	N	A(2-32)	AC(2)	AC(2)	N
Reptiles	A(2-11)	N	N	AC(2-11)	N	N	N	AC(2-6)	AC(2)	N
EXCEPTIONS										
Reptiles, small	AC(2)	N	A(2)	AC(2)	N	N	A(2-32)	A(2-6)	AC(2)	N
Rodents	AC(2)	N	N	AC(2)	A(2-23-25)	N	A(2-32)	AC(2)	AC(2)	N
EXCEPTIONS										
Coypu (Nutria)	A(2-48)	N	N	AC(2)	A(2-23-25)	N	A(2-32)	AC(2)	AC(2)	N
Mice	A(2-49a)	N	N	AC(2-49a)	A(2-23-25)	N	A(2-32)	AC(2)	A(2)	N
Rats	A(2-49a)	N	N	AC(2-49a)	A(2-23-25)	N	A(2-32)	AC(2)	AC(2)	N
Skunks, pet	A(2)	N	N	AC(2)	A(2-23-25)	N	A(2-32)	AC(2)	AC(2)	N
Snakes, non-poisonous and harmless	AC(2)	N	A(2)	AC(2)	N	N	A(2-32)	AC(2-6)	AC(2)	N
Tigers, cub	AC(49)	N	N	AC(49)	A(2-23-25)	N	N	AC(2-6)	AC(2)	N
Tigers, grown	AC(6-49)	N	N	AC(6-49)	N	N	N	AC(2-6)	AC(2)	N
Wolves	AC(49)	N	N	AC(49)	N	N	N	AC(2-6)	AC(2)	N
Worms	A(2)	A(2)	A(2)	A(2)	A(2-23-25)	N	A(2-32)	A(2)	A(9)	A(2-20)

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A-Accepted for shipment on all aircraft operated by the carrier.
AC-Accepted on ALL-CARGO aircraft only.
N-Not accepted.
(E)-Air Express only.
Explanation of numerical notes follow charts.

	FT	LX(E)	LC	MO	NA	NE	NO	NW	NY	OZ
Animals, live	A(3)	A(2-6)	A(2-4)	N	AC(2)	A(3-31)	(E)	AC(2-16)	A(2-6)	A(2)
EXCEPTIONS										
Alligators	A(3)	A(2)	N	N	AC(2)	A(3-31)	N	AC(2-16)	A(2)	N
Alligators, baby	A(3)	A(2)	N	N	AC(2)	A(3-31)	N	AC(2)	A(2)	N
Animals, in excess of 200 lbs	A(3)	A(2-6)	N	N	AC(2)	N	N	AC(2-16)	A(2-6)	N
Apes	A(3)	A(2-6)	N	N	AC(2)	N	N	AC(2-16)	A(2-6)	N
Bears, cub	A(3)	A(2-6)	N	N	AC(2)	N	N	AC(2-16)	A(2-6)	N
Bears, grown	A(3)	A(2-6)	N	N	AC(2)	N	N	AC(2-16)	A(2-6)	N
Bees	A(3)	A(2)	A(2-4)	N	A(2)	A(3-31)	(E)	A(2-10-23-26)	A(2)	A(10)
Birds	A(3)	A(2)	A(2-4)	N	A(2)	A(3)	(E)	AC(2)	A(2)	A(2)
EXCEPTIONS										
Birds, small	A(3)	A(2)	A(2-4)	N	(E)	A(3-31)	N	AC(2)	A(2)	A(2)
Canaries	A(3)	A(2)	A(2-4)	N	(E)	A(3-31)	(E)	AC(2)	A(2)	A(2)
Parakeets	A(3)	A	A(2-4)	N	(E)	A(3-31)	(E)	AC(2)	A	A(2)
Parrots	A(3)	A(2)	A(2-4)	N	(E)	A(3-31)	(E)	AC(2)	A(2)	A(2)
Cats	A(3)	A(2)	A(2-4)	N	A(7)	A(3-31)	(E)	A(2-4-23-26)	A(2)	A(2)
Chimpansees	A(3)	A(2-6)	N	N	AC(2)	A(3-31)	N	AC(2-16)	A(2-6)	N
Chinchillas	A(3)	A(2)	A(2-4)	N	A(2)	A(3-31)	(E)	AC(2)	A(2)	A(2)
Dogs	A(3)	A(2-6)	A(2-4)	N	A(7)	A(3-31)	A(2)	A(2-23-26)	A(2-6)	A(2)
Elephants	A(3)	A(2-6)	N	N	AC(2)	N	N	AC(2-16)	A(2-6)	N
Fish	A(3)	A(2)	A(2-4-9)	N	A(2-9)	A(3-9)	(E)	A(2-9-23-26)	A(2)	A(2-9)
EXCEPTIONS										
Clams	A(3)	A	A(9)	A(2)	A(2-9)	A(3)	(E)	A(50a)	A	A(9)
Goldfish	A(3)	A(2-9)	A(2-4-9)	N	A(2-9)	A(3)	(E)	A(50)	A(2-9)	A(2-9)
Lobsters	A(50a)	A(50a)	A(50a)	A(50a)	A(50a)	A(3-50a)	(E)	A(50a)	A(50a)	A(50a)
Shellfish	A(3)	A(2)	A(9)	N	A(2-9)	A(3)	(E)	A(50a)	A(2)	A(9)
Tropical Fish	A(3)	A(50)	N	N	A(50)	A(3-50)	A(50)	A(50-23-26)	A(50)	A(50)
Foxes	A(3)	A(2-6)	N	N	A(29-7)	A(3-31)	N	AC(2-16)	A(2-6)	N
Guinea Pigs	A(3)	A(2)	A(2-4)	N	A(2-29)	A(3-31)	(E)	A(4-23-26)	A(2)	A(2)
Hamsters	A(3)	A(2)	A(2-4)	N	A(2-29)	A(3-31)	(E)	A(4-23-26)	A(2)	A(2)
Hippopotamus	A(3)	A(2-6)	N	N	AC(2)	N	N	AC(2-16)	A(2-6)	N
Horses, race	A(3)	N	N	N	AC(2)	N	N	AC(2-16)	N	N
Insects	A(3)	A(2)	A(2-4)	N	A(2)	A(3-31)	(E)	AC(2)	A(2)	A(4)
Lions, cub	A(3)	A(2-6)	N	N	A(7)	N	N	AC(2-16)	A(2-6)	N
Lions, grown	A(3)	A(2-6)	N	N	AC(2)	N	N	AC(2-16)	A(2-6)	N
Livestock	A(3)	A(2-6)	N	N	AC(2)	N	N	AC(2-16)	A(2-6)	N
EXCEPTIONS										
Calves	A(3)	A(2)	N	N	AC(2)	N	N	AC(2-16)	A(2)	N
Cattle, grown	A(3)	N	N	N	AC(2)	N	N	AC(2-16)	N	N
Cattle, uncrated	A(3)	N	N	N	AC(2)	N	N	N	N	N
Goats	A(3)	A(2-6)	N	N	AC(2)	N	N	AC(2-16)	A(2-6)	A(2)
Horses, draft	A(3)	N	N	N	AC(2)	N	N	AC(2-16)	N	N
Sheep	A(3)	A(2-6)	N	N	AC(2)	N	N	AC(2-16)	A(2-6)	N
Swine	A(3)	A(2-6)	N	N	AC(2)	N	N	AC(2-16)	A(2-6)	N
Mink	A(3)	A(2)	N	N	A(7)	A(3-31)	N	A(2-23-26)	A(2)	A(2)
Monkeys	A(3)	A(2-6)	N	N	AC(2)	A(3-31)	N	N	A(2-6)	N
Orangoutangs	A(3)	A(2-6)	N	N	AC(2)	N	N	AC(2-16)	A(2-6)	N
Pets, small	A(3)	A(2)	A(2-4)	N	A(7)	A(3-31)	(E)	A(2-4-23-26)	A(2)	A(2)
Poultry	A(3-18)	A(2)	A(2-4)	N	AC(2)	A(3)	(E)	A(4-23-26)	A(2)	N
EXCEPTIONS										
Chicks	A(3)	A(2)	A(2-4)	N	A(8)	A(3-31)	(E)	A(4-23-26)	A(2)	N
Ducklings	A(3)	A(2)	A(2-4)	N	A(8)	A(3-31)	(E)	A(4-23-26)	A(2)	N
Goslings	A(3)	A(2)	A(2-4)	N	A(8)	A(3-31)	(E)	A(2-4-23-26)	A(2)	N
Poultry, baby	A(3)	A(2)	A(2-4)	N	A(8)	A(3-31)	(E)	A(2-4-23-26)	A(2)	N
Poults (except turkey)	A(3)	A(2)	A(2-4)	N	A(8)	A(3-31)	(E)	A(2-4-23-26)	A(2)	N
Poults, turkey	A(3)	A(2)	A(2-4)	N	A(8)	A(3-31)	(E)	A(2-4-23-26)	A(2)	N
Rabbits	A(3)	A(2)	A(2-4)	N	A(2)	A(3-31)	(E)	A(2-4-23-26)	A(2)	A(2)
Reptiles	A(3)	A(2-6)	A(2-4)	N	AC(2)	A(3-31)	N	A(2-4-23-26)	A(2-6)	A(2)
EXCEPTIONS										
Reptiles, small	A(3)	A(2-6)	A(2-4)	N	AC(2)	A(3-31)	N	AC(2)	A(2-6)	A(2)
Rodents	A(3)	A(2-6)	A(2)	N	A(2)	A(3-31)	N	A(2-4-23-26)	A(2-6)	A(2)
EXCEPTIONS										
Coypu (Nutria)	A(3)	A(2-6)	A(2)	N	A(2)	A(3-31)	N	A(2-4-23-26)	A(2-6)	A(2)
Mice	A(3)	A(2)	A(2)	N	AC(2)	A(3-31)	N	A(2-4-23-26)	A(2)	A(2)
Rats	A(3)	A(2)	A(2)	N	AC(2)	A(3-31)	N	A(2-4-23-26)	A(2)	A(2)
Skunks, pet	A(3)	A(2)	N	N	A(7)	A(3-31)	N	A(2-4-23-26)	A(2)	N
Snakes, non-poisonous and harmless	A(3)	A(2-6)	A(2-4)	N	AC(2)	A(3-31)	(E)	AC(2)	A(2-6)	N
Tigers, cub	A(3)	A(2-6)	N	N	A(7)	N	N	AC(2-16)	A(2-6)	N
Tigers, grown	A(3)	A(2-6)	N	N	AC(2)	N	N	AC(2-16)	A(2-6)	N
Wolves	A(3)	A(2-6)	N	N	AC(2)	N	N	AC(2-16)	A(2-6)	N
Worms	A(3)	A(2-6)	A(2-4)	A(2)	AC(2)	A(3-21)	(E)	AC(2)	A(2-6)	A(2)

SUMMARY OF CARRIER'S TERMS OF ACCEPTANCE OF LIVE ANIMALS

A-Accepted for shipment on all aircraft operated by the carrier.
AC-Accepted on ALL-CARGO aircraft only.
N-Not accepted.
(E)-Air Express only.
Explanation of numerical notes follows charts.

	PC	PI	RD	SO	TC	TRC	TT	TW	UA ⑨	WA	WC
Animals, live	A(2-30)	A(2)	AC(3)	N	A(2-28)	A(3-4)	(E)	AC(2)	AC(2)	N	N
EXCEPTIONS											
Alligators	A(2-30)	N	A(3)	N	A(2-28-31)	A(3-4)	N	AC(2)	A(2-11-23-27)	N	N
Alligators, baby	A(2-30)	N	A(3)	N	A(2-28-31)	A(3-4)	N	AC(2)	A(2-11-23-27)	N	N
Animals, in excess of 200 lbs	A(2-30)	N	A(3)	N	A(2-28-31)	N	N	AC(2)	AC(2-6)	N	N
Apes	A(2-30)	N	A(3)	N	N	N	N	AC(2)	AC(2-6)	N	N
Bears, cub	A(2-30)	A(2)	A(3)	N	A(2-28-31)	N	N	AC(2)	AC(2-6)	N	N
Bears, grown	A(2-30)	N	A(3)	N	N	N	N	AC(2)	AC(2-6)	N	N
Bees	A(2-30)	A(2)	A(3)	N	A(2-17)	A(3-4)	(E)	AC(2-42a,b,c)	AC(10)	N	N
Birds	A(2-30)	A(2)	A(3)	N	A(28)	A(3-4)	(E)	AC(2-42a,b,c)	AC(2-42a-42c)	N	A(2)
EXCEPTIONS											
Birds, small	A(2-30)	A(2)	A(3)	N	A(2-28)	A(3-4)	(E)	AC(2-42a,b,c)	AC(2-42a-42c)	A(2-20)	A(2)
Canaries	A(2-30)	A(2)	A(3)	N	A(2-28)	A(3-4)	(E)	AC(2-42a,b,c)	A(2-23-27)	A(2-20)	N
Parakeets	A(2-30)	A	A(3)	N	A(2-28)	A(3-4)	A	AC(2-42a,b,c)	AC(2-42a-53)	A	A(2)
Parrots	A(2-30)	A(2)	A(3)	N	A(2-28)	A(3-4)	N	AC(2-42a,b,c)	AC(2)	A(2-20)	N
Cats	A(2-30)	N	A(3)	N	A(2-28)	A(3-4)	(E)	AC(2-42-42B)	A(2-7-23-24)	A(2-4)	A(2)
Chimpanzees	A(2-30)	N	A(3)	N	AC(2-28)	A(3-4)	(E)	AC(2-42-42b)	AC(2-6)	N	N
Chinchillas	A(2-30)	A(2)	A(3)	N	A(2-28)	A(3-4)	N	(E)	A(23-27)	A(2)	A(2)
Dogs	A(2-30)	N	A(3)	N	A(2-28)	A(3-4)	(E)	AC(2-42-42B)	A(2-7-23-24)	A(2-4)	A(2)
Elephants	N	N	A(3)	N	N	N	N	AC(2)	AC(2)	N	N
Fish	A(2-30)	A(2-9)	A(3)	A(2-9)	A(2-9-28)	A(3-4-9)	N	A(9)	AC(2-42a-42c)	N	A(9-2)
EXCEPTIONS											
Clams	A(2-30)	A(2-9)	A(3)	A(9)	A(2-9-28)	A(3-4-9)	N	A(2)	A(2-9)	A(2)	A(9)
Goldfish	A(2-30)	A(2-9)	A(3)	A(2-50)	A(50-28)	A(3-4-9)	(E)	A(50)	A(50-23-27)	A(9)	N
Lobsters	A(50a-30)	A(50a)	A(50a)	A(50a)	A(50a-28)	A(3-4-50a)	(E)	A(50a)	A(50a)	A(50a)	A(50a)
Shellfish	A(2-30)	A(2-9)	A(3)	A(9)	A(2-9-28)	A(3-4-9)	(E)	A(50a)	A(2-9)	A(9)	A(2-9)
Tropical Fish	A(30-50a)	A(50)	A(50)	A(2-50)	A(50-28)	A(3-4-50)	(E)	A(50)	A(50-23-27-33a)	A(50)	N
Foxes	A(2-30)	A(2)	A(3)	N	AC(2-28-31)	A(3-4)	N	AC(2)	AC(2-6)	N	N
Guinea Pigs	A(2-30)	A(2)	A(3)	A(2)	A(2-28)	A(3-4)	N	AC(2)	AC(2-42a-42c)	A(2-20)	N
Hamsters	A(2-30)	A	A(3)	A(2)	A(2-28)	A(3-4)	N	AC(2)	AC(2-42a-42c)	A(2-20)	A(2)
Hippopotamus	N	N	A(3)	N	N	N	N	AC(2)	AC(2-6)	N	N
Horses, race	N	N	A(3)	N	N	N	N	AC(2)	AC(2)	N	N
Insects	A(2-30)	A(2)	A(3)	N	A(2-17)	A(3-4)	N	AC(2)	A(2)	A(2)	A(2)
Lions, cub	A(2-30)	A(2)	A(3)	N	A(2-28-31)	N	N	AC(2)	AC(2-6)	N	N
Lions, grown	N	N	A(3)	N	A(2-28-31)	N	N	AC(2)	AC(2-6)	N	N
Livestock	A(2-30)	N	A(3)	N	A(2-28-31)	N	N	AC(2)	AC(2)	N	N
EXCEPTIONS											
Calves	A(2-30)	N	A(3)	N	A(2-28-31)	N	N	AC(2)	AC(2-6)	N	N
Cattle, grown	A(2-30)	N	A(3)	N	N	N	N	AC(2)	AC(2)	N	N
Cattle, uncrated	N	N	N	N	N	N	N	N	N	N	N
Goats	A(2-30)	N	A(3)	N	A(2-28-31)	N	N	AC(2)	AC(2-6)	N	N
Horses, draft	N	N	A(3)	N	N	N	N	AC(2)	AC(2)	N	N
Sheep	A(2-30)	N	A(3)	N	A(2-28-31)	N	N	AC(2)	AC(2-6)	N	N
Swine	A(2-30)	N	A(3)	N	A(2-28-31)	N	N	AC(2)	AC(2-6)	N	N
Mink	A(2-30)	A(2)	A(3)	N	A(2-28-31)	A(3-4)	N	AC(2)	AC(2)	A(2-20)	N
Monkeys	A(2-30)	N	A(3)	N	AC(2-28)	A(3-4)	N	AC(2-42-42B)	AC(2-6)	A(2-20)	N
Orangoutangs	A(2-30)	N	A(3)	N	N	N	N	AC(2)	AC(2-6)	N	N
Pets, small	A(2-30)	N	A(3)	N	A(2-28)	A(3-4)	(E)	AC(2-42-42B)	AC(2-42c)	A(2-20)	A(2)
Poultry	A(2-30)	N	A(3)	N	A(8-28)	A(3-4-8)	(E)	AC(2)	AC(2-42a-33a)	N	N
EXCEPTIONS											
Chicks	A(2-30)	N	A(3)	N	A(8-28)	A(3-4-8)	(E)	AC(2-42-42B)	(2-8-23-27-33a)	A(2-20-8)	A(8)
Ducklings	A(2-30)	N	A(3)	N	A(8-28)	A(3-4-8)	(E)	AC(2)	A(2-8-23-27-33a)	A(2-20)	N
Goslings	A(2-30)	N	A(3)	N	A(8-28)	A(3-4-8)	(E)	AC(2)	AC(2-42a)	A(2-20)	N
Poultry, baby	A(2-30)	N	A(3)	N	A(8-28)	A(3-4-8)	(E)	AC(2-42-42B)	(2-8-23-27-33a)	A(2-20)	N
Poults (except turkey)	A(2-30)	N	A(3)	N	A(8-28)	A(3-4-8)	(E)	AC(2)	A(2-8-23-27-33a)	A(2-20)	A(8)
Poults, turkey	A(2-30)	N	A(3)	N	A(8-28)	A(3-4-8)	(E)	AC(2-42-42B)	2-8-23-27-33a)	A(2-20)	A(8)
Rabbits	A(2-30)	A(2)	A(3)	N	A(2-28)	A(3-4)	N	AC(2)	AC(2-42a-42c)	A(2-20)	N
Reptiles	A(2-30)	A(2)	A(3)	N	A(2-28-31)	A(3-4)	N	N	N	N	N
EXCEPTIONS											
Reptiles, small	A(2-30)	A(2)	A(3)	N	AC(2-28)	A(3-4)	N	N	A(2-11-23)	N	A(2)
Rodents	N	A(2)	A(3)	N	A(2-28)	A(3-4)	N	AC(2)	AC(2)	N	A(2)
EXCEPTIONS											
Coypu (Nutria)	N	A(2)	A(3)	N	A(2-28-31)	A(3-4)	N	AC(2)	A(2-23-27-48)	A(2-20)	A(2)
Mice	N	A(2)	A(3)	N	A(2-28)	A(3-4)	(E)	AC(2)	AC(2-42a-42c)	A(2-20)	A(2)
Rats	N	A(2)	A(3)	N	A(2-28)	A(3-4)	(E)	AC(2)	AC(2-42a-42c)	A(2-20)	N
Skunks, pet	A(2-30)	N	A(3)	N	A(2-28)	A(3-4)	N	AC(2)	AC(2-42a-42c)	N	A(2)
Snakes, non-poisonous and harmless	A(2-30)	A(2)	A(3)	N	AC(2-28)	A(3-4)	N	N	A(2-23-27)	N	A(2)
Tigers, cub	A(2-30)	A(2)	A(3)	N	A(2-28-31)	N	N	AC(2)	AC(2-6)	N	N
Tigers, grown	N	N	A(3)	N	A(2-28-31)	N	N	AC(2)	AC(2-6)	N	N
Wolves	A(2-30)	N	A(3)	N	A(2-28-31)	N	N	AC(2)	AC(2-6)	N	N
Worms	A(2-30)	A(2)	A(3)	A(2)	A(2-17)	A(3-4)	(E)	AC(2)	A(15)	A(2-20)	A(2)

SUMMARY OF CARRIER'S TERMS OF ACCEPTANCE OF UNUSUAL SHIPMENTS

A-Accepted for shipment on all aircraft operated by the carrier.
AC-Accepted on ALL-CARGO aircraft only.
N-Not accepted
Ⓔ-Air Express only.
Explanation on numerical notes follows charts.

	AA	AL	BL	BN		CO	CN	DL	EA	FL	FT	LXⒺ	LC	MO	NA
Alcoholic Beverages . .	A(13)	A	A	A(12)		N	N	A	A(12)	N	A	A	A	N	A(12)
Automobiles, uncrated .	AC(16)	N	N	AC		N	N	AC	AC	N	A	N	N	N	AC
Eggs, raw poultry . . .	A	A	A	A(2)		A	A	A	A	A	A	A(2)	A	N	A
Etiologic Agents . . .	A	A	A	A		A	A	A	A	N	A	A	A	A	N
Fabrics, in rolls . . .	A(51)	A(51)	A(51)	A(51a)		A(51)	A(51)	A(51a)	A(51)	A(51a)	A(51)	A(51)	A(51)	A(51)	A(51)
Flowers, in boxes:															
Not over 36" in length	A	A	A	A		A	A	A	A	A	A	A	A	A	A
Not over 44" in length	A	A	A	A		A	A	A(21)	A	A	A	A	A	A	A(29)
Not over 48" in length	A	A	N	A		A	A	A(21)	A	A	A	A	N	N	A(29)
Not over 60" in length	A	A	N	A		A(21)	N	AC	A(20-30)	A	A	A	N	N	AC
over 60" in length .	A	N	N	AC		A(21)	N	AC	A(20-30)	A	A	A	N	N	AC
Foods, perishable . . .	A	A	A	A		A	A	A	A	A	A	A	A	N	A
Fruit: fresh	A	A	A	A		A	A	A	A	A	A	A	A	N	A
Frozen	A	A	A	A		A	A	A	A	A	A	A	A	N	A
Berries	A	A	A	A		A	A	A	A	A	A	A	A	N	A
Garments:															
Not boxed or crated .	N	N	N	N		N	N	N	N	N	A	A	N	N	AC
On hangers or racks .	N	N	N	AC		N	N	AC	N	N	A	A	N	N	AC
Glass, thermo-pane . .	A(1)	A(1)	A(1)	A(1)		A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)
Human remains, other than cremated	A(4-5-16)	A(4-5)	N	A(4-5)		A(4-5)	N	AC(5)	AC(5)	A(4-5-20)	A	A(5)	A(4-14)	N	A(4-5)
Human remains, Infant .	A(4-5)	A(4-5)	A(4)	A(4-5)		A(4-5)	N	A(5)	A(5)	A(4-5-20)	A	A(5)	A(4-14)	N	A(4-5)
Liquids in Cans	A(52)	A(52)	A(52)	A(52)		A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)
Machinery, greased or oiled, without packing	N	N	N	AC		N	N	AC	AC	N	A	A	N	N	N
Meat: fresh	A(2)	A(2)	A	A		A	A	A	A(2)	A	A	A	A	N	A
Frozen	A(2)	A(2)	A	A		A	A	A	A(2)	A	A	A	A	N	A
Milk, fresh	A	A(19)	A(19)	A		A	A	A	A	A	A	A	A(9)	N	A
Perishables not in leak-proof containers where time is principal factor in shipment . . .	A	N	N	A		A	N	A	A	A	A	A	N	N	A
Quartz lamps	A	A	A	A		A	A	A	A	A	A	A	A	A	A
Statuary, ceramic and/ or porcelain	A	N	N	A		A	A	A	A	A	A	N	A	A	A
Vegetables: fresh . .	A	A	A	A		A	A	A	A	A	A	A	A	N	A
Frozen	A	A	A	A		A	A	A	A	A	A	A	A	N	A

	NE	NO	NW	NY	OZ	PC	PI	RD	SO	TC	TRC	TT	TW	UA	WA	WC
Alcoholic beverages . .	A(12)	Ⓔ	A	A	A	A	N	A	N	A	A(12)	N	N	A(46)	A	N
Automobiles, uncrated .	N	N	N	N	N	N	N	A	N	N	N	N	AC	AC	N	N
Eggs, raw poultry . . .	A	A	A(23-26)	A(2)	A	A	N	A	N	A(17)	A	N	A	A	A(2)	A
Etiologic Agents. . . .	A	N	N	A	A	N	N	A	A	A	A	N	A	A	A	A
Fabrics in rolls. . . .	A(51)	A(51)	A(51a)	A(51)	A(51)	A(51)	A(51)	A(51a)	A(51)	A(51)	A(51)	A(51)	A(51a)	A(51a)	A(51a)	A(49a)
Flowers, in boxes: . .	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Not over 36" in length	A	A	A	A	A	A	A	A	A	A(17)	A	A	A	A	A	A
Not over 44" in length	A	A	A	A	A	A	N	A	A	A(17)	A	A	A(30)	A	A	A
Not over 48" in length	A	A(21)	A	A	N	A	N	A	N	A(17)	A	A	A(30)	A	A	N
Not over 60" in length	A(21-31)	N	A	A	N	A	N	A	N	A(17-31)	A	A	AC	A	A	N
Over 60" in length. .	A(21-31)	N	A	A	N	A	N	A	N	A(17-31)	A	N	AC	A	A	N
Foods, perishable . . .	A	A	A(23-26)	A	A	A	N	A	A	A	A	A	A	A	A	A
Fruit, fresh	A	A	A(23-26)	A	A	A	N	A	A	A(17)	A	A	A	A	A(9)	A
Frozen	A	A	A	A	A	A	N	A	N	A	A	A	A	A	A(9)	A
Berries	A	A	A(23-26)	A	A	A	N	A	A	A	A	A	A	A	A(9)	A
Garments:																
Not boxed or crated .	N	N	N	A	N	N	N	A	N	N	N	N	AC	AC	N	N
On hangers or racks .	N	N	N	A	N	N	N	A	N	N	N	N	AC	AC	N	N
Glass, thermo-pane . .	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)
Human remains, other than cremated	A(14)	N	AC(4-42A)	A(5)	N	N	N	A	N	A(28-31-21)	A(4-5)	N	A(5)	A(5-14-42c)	N	N
Human remains, Infant .	A(14)	A(4-5)	A(23-26)	A(5)	A(4-5)		A(4-5)			A(28)	A(4-5)	Ⓔ			N	
Liquids in Cans	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)
Machinery, greased or oiled, without packaging	N	N	N	A	N	N	N	A	N	N	N	N	N	N	N	N
Meat: fresh	A	A(2)	A(23-26)	A	A(2)	A	N	A	N	A(17)	A	A	A	A	A(9)	A
Frozen	A	A(2)	A	A	A(2)	A	N	A	N	A	A	A	A	A	A(9)	A
Milk, fresh	A	A(9)	A(23-26)	A	A	N	N	A	N	A(17)	A(9)	A	A	N	N	A(16)
Perishables not in leak-proof containers where time is principal factor in shipment . . .	A	N	N	A	N	A	N	A	N	N	A	A	A	A	N	N
Quartz lamps	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A
Statuary, ceramic and/ or porcelain	A	N	A	A	N	A	N	A	N	A	A	A	A	A	N	N
Vegetables: fresh . . .	A	A	A(23-26)	A	A	A	N	A	A	A(17)	A	A	A	A	A(9)	A(9)
Frozen	A	A	A	A	A	A	N	A	N	A	A	A	A	A	A(9)	A(9)

SUMMARY OF CARRIERS' TERMS OF ACCEPTANCE OF LIVE ANIMALS AND UNUSUAL SHIPMENTS

EXPLANATION OF NUMERICAL REFERENCES

1. Accepted only when the shipper provides and installs sufficient breather units to prevent breakage due to altitude.
2. Accepted only when inoffensive, require no attention in transit and securely and adequately crated.
3. Accepted only when inoffensive, securely and adequately crated; reqire no unreasonable attention in transit or at destination prior to delivery, provided that when attention is required a letter of instructions from the shipper must be furnished and securely attached to the shipping container, giving full and detailed, but reasonable instructions as to watering, feeding, exercising, etc. desired, except that no wild or vicious animal of any kind will be accepted with instructions to water, feed, exercise or remove from container in transit or at destination. When feeding or watering is requested, the container must be equipped with suitable non-spillable water container, sufficient feed and utensils therefor.
4. Advance arrangements required for combination aircraft.
5. Must be placed in caskets or cases that will prevent the escape of offensive odors; a certificate of a physican or health officer stating the cause of death must be attached to the Airbill and duplicate pasted on the top of case; must be secured in casket to prevent shifting.
6. Maximum gross weight of 300 pounds for each crate and animal(s).
   AA: Maximum gross weight 1,000 pounds.
7. Accepted on combination aircraft only when in kennels which meet the following minimum kennel specifications:
   1. Must be constructed of wood,metal or composition material of similar strength.
   2. Must be so fabricated as to prevent escape of animal in normal handling. Doors must be equipped with positive locks such as hasp with harness snap.
   3. Must be sufficient size to permit animal to stand, sit and lie down.
   4. Kennel must be provided with adequate ventilation.
   5. Shipper must tender kennel with animal enclosed and locked.
   6. Shipper must provide adequate bedding material such as shredded paper.
   7. Floor of kennel must provide a means of retaining liquids and solids within the kennel during normal handling. This may be in the form of a permanent or disposable insert, the full size of the floor extending upwards 1 inch or more on all four sides.

   CO: will not be accepted on DC-6B or DC-7B aircraft; large kennels will be accepted on Boeing 707 by advance arrangements.
   NA: will not accept large kennels on DC-7 or DC-7B aircraft; will not accept large or small kennels on Lodestar or Lockheed L-1049H aircraft; will not accept any kennels on Convair aircraft from May 1 through September 30 except will be carried from a scheduled stop to the next scheduled stop only.
8. Baby poultry, such as chicks, ducklings and poults are acceptable provided that not more than 72 hours shall elapse between hatching and arrival at destination and that no food nor water has been consumed prior to shipping. For onward carriage via government mail, baby poultry must be less than 24 hours old at the time of transfer to the post office.
9. Must be enclosed in leak-proof, odor-proof, splash-proof containers provided with sufficient material such as sawdust to absorb and hold all water or other fluids.
10. Only shipments consisting of queen bees and their attendant bees are acceptable.
11. Reptiles (other than snakes) will be accepted only as follows: baby alligators not exceeding 20 inches in length, baby terrapins or turtles not exceeding 2-1/2 inches in length, bloodworms, chameleons, earthworms, frogs, hellgrammites, horned toads, hydras, leeches, lizards, meal worms, newts, planaria, salamanders and tadpoles.
    AA/BN: will not accept snakes, lizards, newts, and salamanders.
12. Accepted only from to or within those states which do not require the carrier to have a special permit, license or bond.
13. Accepted only when consigned to Embassies or Diplomatic Representatives of foreign countries located in Washington, D. C.
14. Only human remain shipments where the over-all dimension of the outside container does not exceed 20 inches by 24 inches by 44 inches will be accepted on passenger aircraft. (UAL: 17 inches by 24 inches by 80 inches); (PI: 42L by 28"W).
    (UAL Caravelle equipment 17"x24"x70")
15. Must be shipped in a leak-proof,moisture-proof (not fibreboard) inner container. The contents must be identified on the outside of the container.
16. Advance arrangements required on cargo aircraft.
17. Not accepted on Lockheed Super Constellation equipment from October 1, to April 30.
18. Accepted only if packed in accordance with the following specifications: Each container must have attached to the bottom 1 inch by 1 inch slats to allow sufficient circulation of air in and around containers.
19. Not accepted as airfreight or air express on combination aircraft. (Accepted as accompanied baggage only - Maximum: two birds per passenger).

EQUIPMENT SECTION

20. Not accepted on Convair aircraft.
21. Not accepted on DC-3 aircraft.
22. Not accepted on DC-4 aircraft.
23. Not accepted on DC-6B aircraft. Exception: NW will accept tropical fish on DC-6B aircraft between terminals MIA-TPA on one hand and terminals MDW-MSP on the other.
24. Not accepted on DC-7 air tourist equipment.
25. Not accepted on DC-7B aircraft.
26. Not accepted on DC-7C aircraft.
27. Not accepted on DC-7 aircraft.
28. Not accepted on Super Constellation aircraft.
29. Not accepted on Lodestar aircraft.
30. Not accepted on Martin aircraft.
31. Not accepted on Viscount aircraft.
32. Not accepted on Britannia aircraft.
33. Not accepted on B-707 aircraft.
33a. Not accepted on Boeing 720 aircraft
34. Not accepted on F-27A aircraft.
40. Accepted on Speedpak equipment only.
41. Not accepted on Caravelle Aircraft

42. Accepted on B-707 aircraft.
42a. Accepted on DC-8 aircraft.
42b. Accepted on Convair 880 aircraft.
42c. Accepted on Boeing 720 aircraft, subject only to size restrictions shown on Chart 50-C.
43. Flowers can be accepted in boxes up to the following lengths:
    DC-3 aircraft - up to 60 inches
    Viscount aircraft - up to 56 inches
    North Star aircraft - up to 47 inches
46. Not accepted for carriage to points in Maryland, Massachusetts, New Jersey, Ohio.
47. Accepted on all equipment but only between the terminals New York and Bermuda, New York and Mexico City, New York and San Juan, Miami and San Juan and New Orleans and Mexico City.
48. Nutria must be shipped in galvanized metal containers with watertight bottoms. The bottoms may be removed and the sides and top may be made of one-half inch mesh.
49. Accepted only when no attention required in transit and securely and adequately crated so no part of animal can protrude. Floor of container must be covered with leak-proof liner extending 8 inches up sides and ends, and covered with adequate absorbent material.
49a. If shipped in fibreboard container, interior must be completely lined with screen wire. Edges of screen wire must be joined securely and liner must be fastened to inside of container with staples.

⑨ In addition to exceptions listed, United will not accept on Viscount or Caravelle eqipment: Alligators; Chicks; Ducklings; Poults (except Turkey); Poults, turkey; Coypu (Nutria) or Snakes, non-poisonous and harmless.

United will not accept on Viscount equipment: Alligators, baby; Canaries; Chinchillas; Goldfish; or Tropical Fish.

RECOMMENDED PACKAGING SECTION

50. **RECOMMENDED:** fish be contained in a polyethylene bag with a minimum thickness of 0.003 of an inch tied and/or sealed securely enough to prevent leakage. The bag to be contained with a double-walled, corrugated carton with a cap-type cover, insulated within a seamless double-walled, corrugated inner line sufficiently waxed so as to contain any moisture resulting from condensation. The lined inner carton to be contained within a double-walled corrugated outer carton and securely sealed. Do not drop. Do not stack against or load with pointed or shart object. Mark "HANDLE WITH CARE", "KEEP FROM FREEZING", "THIS SIDE UP" and indicate contents.
50a. **RECOMMENDED:** packaging shall be a basic outer case of double faced corrugated board, lined on all sides and top and bottom with adequate recognised insulation material; an inner carton of double faced corrugated board with inner face treated to provide a moisture proof barrier; pads of absorbent paper to be laid on the bottom of inner carton (for control of free liquid). Lobsters to be packed in alternate layers of seaweed together with a refrigerant (other than free or sea water ice) in puncture-proof containers with a supplementary source of moisture (wet paper pads or burlap placed on top). All flap edges to be tape sealed.
51. **RECOMMENDED:** rolls be completely wrapped not less than twice and ends protected by at least two thicknesses of single-faced corrugated paper having a basic weight (of facing) not less than fifty (50) pounds. The complete roll to be wrapped not less than twice with Kraft paper having a basis weight of not less than seventy-five (75) pounds. Do not roll or drag on end. Glue or tape shipping documents - do not use staples.
51a. **RECOMMENDED:** rolls be (1) completely wrapped in two thicknesses of heavy fibre-board; or (2) completely wrapped with single-faced corrugated paper having a basis weight (of facing) not less than fifty (50) pounds. In either case,ends of the rolls should be protected by fibreboard not less than .100 of an inch in thickness, and completely wrapped in Kraft paper having a basis weight of not less than seventy-five (75) pounds. Do not roll or drag on end. Glue or tape shipping documents - do not use staples.
52. **RECOMMENDED:** the container be securely closed and of such construction as to prevent leakage of the contents caused by changes of temperature, humidity and altitude during transportation. Friction seals shall be secured by some means such as solder, filament tape or mechanically, so as to prevent any seepage through the seal under at least 15 pounds per square inch internal gauge pressure, shipment must be labelled "LIQUID THIS SIDE UP".
53 **RECOMMENDED:** parakeets being forwarded in quantities exceeding five (5) birds' per container be shipped in trapezoid shaped containers constructed of sturdy ventilated wood or wooden slats and wire mesh. The wire mesh should be used exclusively on the forward and top inclined surfaces of the container to assure adequate ventilation.

ALL CARGO FLIGHT SCHEDULES

The following all-cargo schedules are presented for the convenience of those shippers who have special problems requiring use of all-cargo aircraft. Cargo is also carried on most passenger flights. Please refer to the OFFICIAL AIRLINE GUIDE for combination schedules.' (For Codes and Symbols, see Page G-45.)

AEROLINEAS ARGENTINAS (ARG)

692 ①③⑥	620 ②⑤⑦	C-47	621 ①③⑥	693 ①③⑥
	0630	Lv BUENOS AIRES. . . Ar	0205	
	0850	Ar BAHIA BLANCA. . . Lv	2355	
	0905	Lv BAHIA BLANCA. . . Ar	2340	
	1150	Ar TRELEW. Lv	2120	
	1205	Lv TRELEW. . . . . Ar	2105	
	1335	Ar COMODORO RIVADAVIA Lv	1945	
	1435	Lv COMODORO RIVADAVIA Ar	1930	
	1545	Ar PUERTO DESEADO. . Lv	1820	
	1600	Lv PUERTO DESEADO. . Ar	1805	
	1705	Ar SAN JULIAN. . . . Lv	1710	
	1725	Lv SAN JULIAN. . . . Ar	1650	
	1755	Ar SANTA CRUZ. . . . Lv	1620	
	1810	Lv SANTA CRUZ. . . . Ar	1605	
	1900	Ar RIO GALLEGOS. . . Lv	1515	
0900		Lv RIO GALLEGOS. . . Ar		1415
1010		Ar RIO GRANDE . . . Lv		1355
1025		Lv RIO GRANDE . . . Ar		1350
1115		Ar USHUAIA Lv		1200

AEROVIAS VENEZOLANAS (AVENSA)

618 ③	581 #	583 #	C-46	584 #	582 #	617 ④
1200	0500	0530	Lv MAIQUETIA. . Ar	1015	0920	1515
		0630	Ar BARCELONA. . Lv			
		0645	Lv BARCELONA. . Ar			
		0705	Ar CUMANA . . . Lv			
		0720	Lv CUMANA . . . Ar			
		0740	Ar PORLAMAR . . Lv			
		0755	Lv PORLAMAR . . Ar			
		0815	Lv CARUPANO . . Ar	0830		
	0700		Ar MARACAIBO. . Lv		0720	
			KINGSTON . . Lv			1030
			KINGSTON . . Ar			1000
1830			Ar MIAMI. . . . Lv			0700

AIR FRANCE (AF)

2493 Prov #Ex ①	750 DC-4 ②③④⑤	894 DC-4 ④	896 DC-4 #Ex ①④	050 1049H ③⑥		049 1049H ④	051 1049H ⑦	897 DC-4 #Ex ①④	895 DC-4 ④	751 DC-4 ②③④⑤	765 B-307 #Ex ⑥	2482 Prov #Ex ⑦
				0035	Lv NEW YORK . . . Ar	1230	1300					
				1735	Ar PARIS (ORLY) . Lv	0200	0230					
0100	1155	0250	0120		Lv PARIS (ORLY) . Ar			0700	0830	0100		1910
					PARIS (LeBourget						0015	
		0425	0255		Ar LONDON Lv			0525	0655			
					DUSSELDORF . . Lv						2230	
	1345				Ar FRANKFURT. . . Lv					2300		
	1540				Lv FRANKFURT. . . Ar					2135		
	1720				Ar BERLIN Lv					1950		
0600					Ar ORAN Lv							
0700					Lv ORAN . . . . . Ar							
0825					Ar ALGIERS. . . . Lv							1440

Prov - Breguet, Double Deck Provence Equipment

ALITALIA

930 ①	901 ④	901 ⑥	930 ③	950 ①		900 ⑥	931 ③	951 ②	902 ③	931 ①
	0001	1900			Lv NEW YORK (IDL). . . Ar	1105			1400	
	f				Ar BOSTON. Lv					
	1500	1000			Ar SHANNON Lv	0250			0545	
	1600	1100			Lv SHANNON . . . . . Ar	0150			0445	
	1950	1450			Ar MILAN (Malpensa). . Lv	2145			0040	
	2150	1650			Lv MILAN (Malpensa). . Ar	1945			2240	
					TURIN Lv				2205	
					TURIN . . . . . Ar				2005	
	2320	1820			Ar ROME. Lv	1810			1830	
0800			0800	0420	Lv ROME. . . . . Ar		1600	1235		1600
1130			1130		Ar TRIPOLI Lv		1420			1420
				1420	Ar TEHERAN Lv			0700		

AEROVIAS CONDOR DE COLOMBIA

152 ②④	C-46 DC-4	151 ③⑤
0930	Lv BOGOTA. . . . . Ar	1930
1140	Ar BARRANQUILLA. . Lv	1700
1230	Lv BARRANQUILLA. . Ar	1600
1745	Ar MIAMI Lv	1000

Cargo is also carried on passenger flights. Please refer to the OFFICIAL AIRLINE GUIDE for schedules.

AMERICAN AIRLINES (AA)

815 ⑥	6803 ①	803 #Ex ⑦①	801 #Ex ⑥⑦	807 #Ex ⑥⑦	805 #Ex ⑥⑦	6855 ①	855 ⑤	855 #Ex ③⑥⑦	825 #Ex ⑥⑦	DC-7BF	816 #Ex ⑤⑥⑦	810 #Ex ⑥⑦	802 #Ex ③⑥⑦	802 ⑤	824 #Ex ③⑥⑦	804 #Ex ③⑥⑦	806 #Ex ⑦①	818 ⑥	820 ⑥	814 ⑤	804 ⑤	824 ③
2145			2215		2335					Lv BOSTON. . . . . Ar	1151			1806	1547					2006		1547
			2303							Ar HARTFORD. . . .												
			0030							Lv HARTFORD. . . .												
										NEW YORK (IDL). Lv					1440							
		0030							2245	Lv NEW YORK (IDL). Ar		1150			1310		1926					1440
2255										Ar NEW YORK (EWR). Lv	1045			1700						1900		1310
0015				2330			2300	2300		Lv NEW YORK (EWR). Ar	0921		1537	1537		1740			1142	1741	1740	
										PHILADELPHIA. . Lv							1845					
										PHILADELPHIA. . Ar							1742					
										BALTIMORE . . . Lv							1705					
										BALTIMORE . . . Ar							1602					
										WASHINGTON. . . Lv			1430	1430								
										WASHINGTON. . . Ar			1314	1314								
				1250						Ar BUFFALO Lv						1620					1620	
				0205						Lv BUFFALO . . . . Ar						1516					1516	
				0303						Ar CLEVELAND . . . Lv						1420					1420	
				0440						Lv CLEVELAND . . . Ar						1055					1055	
		0214								Ar CINCINNATI. . . Lv							1320					
										Lv CINCINNATI. . . Ar							1215					
0129			0156				0014	0014		Ar DETROIT Lv	0620				1000					1440		1000
0250			0320				0135	0135		Lv DETROIT . . . . Ar	0504				0844					1324		0844
										NASHVILLE . . . Lv			0905	0905								
										NASHVILLE . . . Ar			0802	0802								
										MEMPHIS Lv			0705	0705								
										MEMPHIS . . . . Ar			0603	0603								
0400			0430		0203					Ar CHICAGO (MDW) . Lv	0400	0810			0740				0805	1220		0740
0530			0555		0325					Lv CHICAGO (MDW) . Ar	0240	0648			0625				0650	1103		0625
							0248	0248	0058	Ar CHICAGO (ORD) . Lv												
							0440	0440	0205	Lv CHICAGO (ORD) .												
										ST. LOUIS . . . Lv						0800					0800	
										ST. LOUIS . . . Ar						0655					0655	
0743		0535					0770	0700		Ar DALLAS. Lv		0245	0420	0420			0815			0700		
0905	0800	0800				0850		0850		Lv DALLAS. . . . . Ar		0118	0252	0252			0645	0322		0520		
						1005		1005		Ar SAN ANTONIO . . Lv		0010										
						1130		1130		Lv SAN ANTONIO . . Ar		2223										
						1410		1410		Ar MEXICO CITY . . Lv		1940										
1245	1140	1140	1020	0905	0750				0630	Ar LOS ANGELES . . Lv					2230	2330	0110			2345	2330	2230
1400		1240	1130						0745	Lv LOS ANGELES . . Ar						2231						2126
1530		1410	1300						0915	Ar SAN FRANCISCO . Lv	1830		2030	2030		2050		2100	2240			1945

ANSETT-AUSTRALIAN NATIONAL (ANA)

367 #Ex ⑥⑦	337 #	331 ①⑦	353 #	357 ⑦	351 ②③ ④⑤	347 #Ex ①⑦	Bristol 170	348 #Ex ①⑦	352 ②③ ④⑤	358 ⑦	354 #Ex ①⑦	332 ①⑦	338 #	368 #Ex ⑥⑦
0515	1700	0545	2045	1500	1300	0500	Lv MELBOURNE. Ar	1045	1845	2045	0230	1235	2350	1120
	1935	0820	2250	1705	1505	0705	Ar LAUNCESTON Lv	0835	1635	1835	0020			
							Ar HOBART . . Lv					0950	2105	
0705							Ar DEVONPORT. Lv							
0805							Lv DEVONPORT. Ar							
0835							Ar WYNYARD. . Lv							0935

AEROVIAS SUD AMERICANA, INC. (ASAI)

125 C-46 ①	101 DC-4 ②	123 DC-4 ②	301 C-46 ③	101 DC-4 ④	125 C-46 ④	101 DC-4 ⑤		102 DC-4 ②	304 C-46 ③	124 DC-4 ③	302 C-46 ③	132 C-46 ④	102 DC-4 ④	102 DC-4 ⑤	502 C-46 ⑥
1845	0315	2345		0315	1845	0315	Lv TAMPA/ST. PETERSBURG. Ar	1900		2145		1400	1900	1900	1900
2000		0100			2000		Ar MIAMI. . . . Lv			2030					
2200		0300			2200		Lv MIAMI. . . . Ar			1900					1330
	0845			0845		0845	Ar GUATEMALA. . Lv								1200
	1015			1015		1015	Lv GUATEMALA. . Ar								1115
	1100			1100		1100	Ar SALVADOR . . Lv	1300					1330	1330	1000
							Lv SALVADOR . . Ar								0600
②		③			⑤					1300		0700			0400
0500		0900			0500		Ar PANAMA . . . Lv								
0700			1100		0700		Lv PANAMA . . . Ar		0400		1900				
1030					1030		Ar QUITO. . . . Lv								
1200					1200		Lv QUITO. . . . Ar								0001
1315					1315		Ar GUAYAQUIL. . Lv		0001						
			1400				Ar BOGOTA . . . Lv				1600				

ALL NIPPON AIRWAYS

18 #Ex ①	DC-3	17 #Ex ①
0010	Lv OSAKA . . Ar	0245
0200	Ar TOKYO . . Lv	0030

BRANIFF AIRWAYS (BN)

801 DC-6A #Ex ①⑦	851 C-46 # Ex ⑦①		850 C-46 # Ex ⑥⑦	800 DC-6A #Ex ⑥⑦
0115		Lv NEW YORK/EWR. . Ar		1450
	0410	Lv CHICAGO (MDW) . Ar	0110	
	0515	Ar KANSAS CITY . . Lv	2210	
	0615	Lv KANSAS CITY . . Ar	2120	
	0728	Ar WICHITA Lv	f	
	0805	Lv WICHITA . . . . Ar	f	
	f	OKLAHOMA CITY .		
0515	1006	Ar DALLAS. Lv	1900	0800

BRITISH EUROPEAN AIRWAYS (BEA)

748 V #Ex ①	500 V ②⑤ ⑦	460 D #Ex ⑦①	460 D ⑦	132 Y ⑦	392 V ②③ ⑥⑦	392 Y ④⑤		391 V ②③ ⑥⑦	391 Y ④⑤	131 Y ⑦	459 D #Ex ⑦①	459 D ⑦	499 V ②⑤ ⑦	747 V #Ex ①
							V - Viscount Y - York L - Leopard							
0105	0205	0001	0030	0045	0100	0100	Lv LONDON. . . . Ar	0545	0640	1210	0525	0555	0650	0810
				0515	0205	0230	Ar PARIS Lv	0440	0510					
							Ar MILAN Lv			0745				
		0155	0225				Ar AMSTERDAM . . Lv				0330	0400		
	0310						Ar BRUSSELS. . . Lv						0540	
0335							Ar COPENHAGEN. . Lv							0535

607 Y ③⑤ ⑥	607 D ②④ ⑦		608 Y ③⑤ ⑥	608 D ②④ ⑦
		Y - York D - DC-3		
0130	0130	Lv LONDON. . . . Ar	1010	1145
0330	0405	Ar DUSSELDORF. . Lv	0500	0535
0600	0650	Ar FRANKFURT . . Lv	0730	0820

BRITISH OVERSEAS AIRWAYS (BA) AIR INDIA (AI) QANTAS EMPIRE (EM)

BA/QF 776 C⑥	BA/QF 780 SC⑤	BA/QF 980 C③	AI 164 SC⑤		AI 163 SC①	BA/QF 981 C③	BA/QF 781 SC①	BA/QF 777 C③
				C-749 Constellation SC - Super Constellation				
2230	2300	0700	0630	Lv LONDON. . . Ar	1935	0720	1700	2320
0005				Ar DUSSELDORF. Lv		0535		
	0105	0900	0835	Ar FRANKFURT . Lv			1425	2110
			1310	Ar ROME. . . . Lv	1535			
0300	0350	1125		Ar ZURICH. . . Lv		0245	1215	1845
1305		2240	2025	Ar BEIRUT. . . Lv	0950	1915		1015
1915				Ar ABADAN. . . Lv				0640
	1455			Ar DAMASCUS. . Lv			0525	
		0530	0340	Ar BAHRAIN . . Lv		1405		
	0220			Ar KARACHI . . Lv			2205	
			1150	Ar BOMBAY. . . Lv				
0625		1545		Ar DELHI . . . Lv	0130	0630	1810	2255
	1015		0700	Ar CALCUTTA. . Lv	1900		1210	
		0020		Ar RANGOON . . Lv		2300		
1725	1705			Ar BANGKOK . . Lv				1420
		1015		Ar HONG KONG . Lv		1800		
		1615		Ar MANILA . . Lv				
2315	2245			Ar SINGAPORE . Lv			0615	0930
	0315			Ar DJAKARTA. . Lv			1205	
1120	1315			Ar DARWIN. . . Lv			0635	0125
		0500		Ar PORT MORESBY				
2050	2230	1315		Ar SYDNEY. . . Lv			2200	1700

BA 573 ③		BA 574 ⑤	BA 578 ⑥
	DC-7F		
2200	Lv LONDON . . . Ar	2130	1850
2300	Ar MANCHESTER . Lv	2030	
④			
0030	Lv MANCHESTER . Ar	1900	
	Ar GLASGOW. . . Lv		1715
	Lv GLASGOW. . . Ar		1615
0715	Ar MONTREAL . . Lv	0415	
0845	Lv MONTREAL . . Ar	0245	
1030	Ar NEW YORK . . Lv	0100	0100

Service may be extended to Chicago and Detroit as required and will flag stop at Montreal and Boston

COMPANIA MEXICANA DE AVIACION, S.A.

C-47 ⑦	410C C-47 ⑦	C-47 ⑥	C-47 ③	C-47 ⑥	920C C-82 ④			C-47 ③	921C C-47 ④	C-47 ⑥	411C C-47 ⑦	C-47 ⑦
			0500	0700	0700	Lv	MEXICO,D.F. . Ar	1535	1805			2025
			0700	0900	0900	Ar	GUADALAJARA . Lv	1335	1605			1825
1500	0800	1000	0730		0930	Lv	GUADALAJARA . Ar	1305	1500	1255	1350	1755
	0850					Ar	MASCOTA . . . Lv				1300	
	0920					Lv	MASCOTA . . . Ar				1230	
	0940					Ar	TALPA Lv				1210	
	1010					Lv	TALPA . . . . Ar				1140	
1605	1035	1105				Ar	PTO.VALLARTA. Lv			1150	1115	1650
			0825		1025	Ar	MAZATLAN. . . Lv	1025	1240			
			0855		1055	Lv	MAZATLAN. . . Ar	0955	1210			
			1205		1405	Ar	HERMOSILLO. . Lv	0700	0900			
			1235		1435	Lv	HERMOSILLO. . Ar	2135	0020			
					1555	Ar	MEXICALI. . . Lv		1700			
			1535			Ar	LOS ANGELES . Lv	1635				

C-54 ⑦	C-47 ③⑤	C-47 ⑥		C-47 ③⑤	C-47 ⑥	C-54 ①
1300	0700	0700	Lv MEXICO, D.F. .Ar	1520	1515	0120
		1000	Ar MONTERREY. . .Lv			
	1040	1030	Lv MONTERREY. . .Ar	1140		
		1125	Ar NUEVO LAREDO .Lv		1225	
1630			Ar REYNOSA. . . .Lv			2150
1720			Lv SAN ANTONIO. .Ar			2100
1855			Ar DALLAS Lv			1925
1945			Lv DALLAS . . . .Ar			1835
0020			Ar CHICAGO. . . .Lv			1400

611C C-82 ④	631C C-47 ⑦	C-54 ②⑥		C-54 ③⑥	610C C-47 ⑤	630C C-47 ①
0700	0700	0700	Lv MEXICO, D.F. Ar	1515	1700	1330
0840	0840	f	Ar VERACRUZ. . . Lv			1150
0900	0900	f	Lv VERACRUZ. . . Ar			1130
1000	0955	f	Ar MINATITLAN. . Lv		1415	
1020	1015	f	Lv MINATITLAN. . Ar		1345	
1105	1100	f	Ar VILLAHERMOSA. Lv		1300	
1125	1120	f	Lv VILLAHERMOSA. Ar	f	1230	f
1210	1200	f	Ar C.DEL CARMEN. Lv		1145	0940
1230	1220	f	Lv C.DEL CARMEN. Ar	f	1115	0920
1320	1310	f	Ar CAMPECHE. . . Lv		1025	0830
1340	1330	f	Lv CAMPECHE. . . Ar	f	0955	0810
	1440		Ar CHETUMAL. . . Lv			0700
1425		1035	Ar MERIDA. . . . Lv	1135	0900	

F = Flatstop - Minimum 1,000 kilos

DELTA AIR LINES (DL)

27 ④	25 #Ex ⑦①	29 #Ex ⑥⑦	C-46			22 #Ex ⑥⑦	26 #Ex ⑦①	24 ⑥
		2330	Lv	NEWARK.	Ar	1143		
		0015	Ar	PHILADELPHIA.	Lv	1103		
		0105	Lv	PHILADELPHIA.	Ar	1033		
		0254	Ar	CHARLOTTE	Lv			
		0354	Lv	CHARLOTTE	Ar			
	0100		Lv	CHICAGO (MDW)	Ar		0820	
			Ar	MEMPHIS	Lv		0440	
			Lv	MEMPHIS	Ar		0400	
	0407	0522	Ar	ATLANTA	Lv	0600	0258	
1000	0545	0650	Lv	ATLANTA	Ar	0432	0133	1436
	0754		Ar	ORLANDO	Lv		2313	
	0834		Lv	ORLANDO	Ar		2213	
		0818	Ar	NEW ORLEANS	Lv	0120		
		0918	Lv	NEW ORLEANS	Ar	0020		
		1108	Ar	HOUSTON	Lv	2241		
		1158	Lv	HOUSTON	Ar	2201		
	0947		Ar	MIAMI	Lv		2100	
0108		1323	Ar	DALLAS.	Lv	2030		1000

EASTERN AIR LINES, INC. (EA)

925 #Ex ⑦①	921 #Ex ⑦①	923 #Ex ⑥⑦	L-1049C				924 #Ex ⑥⑦	926 #Ex ⑥⑦	922 #Ex ⑥⑦
	0230	2345	Lv	NEW YORK (IDL)	.	Ar	0525		0740
0500			Lv	CHICAGO (MDW)	. .	Ar		0228	
				CHARLOTTE	. . . .	Lv		0001	
				CHARLOTTE	. . . .	Ar		2305	
0722	0455		Ar	ATLANTA	. . . .	Lv		2200	0330
0900	0730		Lv	ATLANTA	. . . .	Ar		2101	0221
	0757		Ar	MOBILE	. . . . .	Lv			2359
	0900		Lv	MOBILE	. . . . .	Ar			2302
	0941		Ar	NEW ORLEANS	. . .	Lv			2220
	1045		Lv	NEW ORLEANS	. . .	Ar			2122
	1207		Ar	HOUSTON	. . . .	Lv			2000
		0535	Ar	SAN JUAN	. . . .	Lv	2350		
		0730	Lv	SAN JUAN	. . . .	Ar	2150		
1128		1010	Ar	MIAMI	. . . . .	Lv	1700	1830	

Flt.923 will not operate July 4
Flts. 925 & 921 will not operate July 5

Flts. 924,926 & 922 will not operate will not operate July 4

FLYING TIGER LINE (FT)

182 L-1049H Exc. Sat. Sun.	282 L-1049H Exc. Fri. Sat. Sun.	282 L-1049H Fri. Only	382 L-1049H Exc. Fri. Sat. Sun.	382 L-1049H Fri. Only	382 L-1049H Sat. Only	← FLIGHT NO. → All flights operated daily except as noted.					181 L-1049H Exc. Sat. Sun.	281 L-1049H Mon. Only	281 L-1049H Tue., Wed., Thur. Only	281 L-1049H Fri. Only	283 L-1049H Exc. Sat. Sun.	381 L-1049H Sun. Only
			7:30pm	7:30pm		LV	PDT	Seattle	PDT	AR		5:00pm	5:00pm			5:50am
			8:20pm	8:20pm		AR	PDT	Portland	PDT	LV						5:00am
			9:25pm	9:25pm		LV	PDT	Portland	PDT	AR						4:30am
			11:40pm	11:40pm		AR	PDT	San Francisco/Oakland	PDT	LV						2:00am
	8:00pm	8:00pm	1:00am	1:00am	11:00pm	LV	PDT	San Francisco/Oakland	PDT	AR					3:30pm	1:00am
*(5:00pm)	*(5:00pm)	*(5:00pm)				LV	PDT	San Diego	PDT	AR	*(8:00am)	*(8:00am)	*(8:00am)	*(8:00am)	*(8:00am)	
	9:30pm	9:30pm				AR	PDT	Los Angles (Burbank)	PDT	LV		1:25pm	1:25pm		2:00pm	11:30pm
11:00pm	10:30pm	10:30pm				LV	PDT	Los Angeles (Burbank)	PDT	AR	8:25am	9:55am	9:55am	9:55am	9:50am	
					6:25am	AR	CDT	Minneapolis/St. Paul	≠							
					6:55am	LV	CDT	Minneapolis/St. Paul	≠							
7:05am	N	N	9:30am	9:30am	8:40am	AR	CDT	Chicago (Midway)	CDT	LV		4:55am	4:55am	4:55am		
8:15am	O	O	11:00am	11:00am	10:40am	LV	CDT	Chicago (Midway)	CDT	AR		3:45am	3:45am	3:45am		
*(11:30am)	N	N	*(11:30am)	*(11:30am)	*(11:30am)	LV	CDT	Milwaukee	CDT	LV		*(10:00pm)	*(10:00pm)	*(10:00pm)		
*(8:00am)	S	S	*(8:00am)	*(8:00am)	*(8:00am)	LV	CDT	South Bend	CDT	LV		*(6:00pm)	*(6:00pm)	*(6:00pm)		
*(7:00am)	T	T	*(7:00am)	*(7:00am)	*(7:00am)	LV	EST	Grand Rapids	EST	LV		*(5:00pm)	*(5:00pm)	*(5:00pm)		
	O	O	12:05pm	12:05pm	11:45am	AR	EST	Detroit (Metropolitan)	EST	LV	12:15am				3:45am	
	P	P	1:05pm	1:05pm	12:30pm	LV	EST	Detroit (Metropolitan)	EST	AR	11:45pm				2:30am	
10:40am			*(7:00am)	*(7:00am)	*(7:00am)	LV	EST	Toledo	EST	LV	*(7:00pm)				*(7:00pm)	
						AR	EDT	Cleveland	EDT	LV		3:10am	3:10am	3:10am		
11:40am						LV	EDT	Cleveland	EDT	AR		2:00am	2:00am	2:00am		
*(8:00am)						LV	EDT	Akron	EDT	LV		*(6:30pm)	*(6:30pm)	*(6:30pm)		
*(8:00am)						LV	EDT	Buffalo	EDT	LV		*(4:00pm)	*(4:00pm)	*(4:00pm)		
			3:50pm	3:50pm	3:15pm	AR	EDT	Binghamton	≠							
			5:00pm	5:00pm	4:25pm	LV	EDT	Binghamton	≠							
			*(8:00am)	*(8:00am)	*(8:00am)	AR	EDT	Albany	EDT	LV						
			*(8:00am)	*(8:00am)	*(8:00am)	AR	EDT	Rochester	EDT	LV						
*(7:00pm)	9:30am	*(7:00pm)	*(7:30am)	*(7:30am)	*(7:30am)	AR	EDT	New York (Idlewild)	—	—						
1:25pm	*(1:30pm)	9:30am	5:50pm	5:50pm	5:20pm	AR	EDT	New York (Newark)	EDT	LV	10:30pm	11:59pm	11:59pm	11:59pm		
			7:50pm		3:00am	LV	EDT	New York (Newark)	EDT	AR			6:00pm	6:00pm		
*(2:00am)	*(3:00pm)	*(3:00pm)	*(2:00am)	*(2:00am)	*(2:00am)	AR	EDT	Philadelphia	EDT	LV	*(7:00pm)	*(9:00pm)	*(9:00pm)	*(9:00pm)		
						—	—	New York (Idlewild)	EDT	LV	*(7:00pm)	*(7:00pm)	5:30pm	5:30pm		
						⊕		Hartford/Springfield	EDT	LV					12:59am	
			9:00pm		5:30am	⊕		Hartford/Springfield	EDT	AR					11:45pm	
			*(9:30am)			AR	EDT	Boston	EDT	LV					11:00pm	
						AR	EDT	Providence	EDT	LV						

Saturday and Sunday routings may be altered to allow consolidation of certain flights.
*(Via expedited motor express connection)

Cargo is also carried on passenger flights. Please refer to the OFFICIAL AIRLINE GUIDE for schedules.

INDIAN AIRLINES (IAC)

Douglas Freighter Read Down	311	313	315	317	319	321	323	331	333	335	337	339	341	343	345	347	349	351	353	355	357	359	361	381	381	391 ⑤	376
CALCUTTA, Dum Dum...Lv	0400	0430	0500	0910	0945	1020	1400	0410	0415	0430	0445	0800	0815	0845	0930	1000	1030	1100	1200	1230	1300	1315	1345	0700	0350	0400	
GAUHATI, Kahikuchi...Ar	0605	0635	0705	1115	1150	1225	1605																			0505	
GAUHATI, Kahikuchi...Lv																										0635	0800
AGARTALA, Singerbhil..Ar								0530	0535	0550	0650	0920	0935	1005	1050	1120	1150	1220	1320	1350	1420	1435	1505				0905
BAGDOGRA.....Ar																								0855	0545		
MOHANBARI, Mcpl....Ar																										0825	

RETURN Read Down	318	316	314	312	324	322	320	332	334	336	338	344	340	342	346	350	352	354	348	356	358	360	362	364	366	382	382	392 ⑤	375
MOHANBARI, Mcpl....Lv																												0855	
BAGDORA.....Lv																										0615	0925		
AGARTALA, Singerbhil..Lv								0550	0620	0725	0755	1025	1110	1120	1140	1210	1240	1340	1420	1555	1615	1620	1700	1710	1720			1035	0620
GAUHATI, Kahikuchi...Ar																												1105	0725
GAUHATI, Kahikuchi...Lv	1145	0735	0705	0635	1630	1255	1220																						
CALCUTTA, Dum Dum..Ar	1350	0940	0910	0840	1835	1500	1425	0710	0740	0845	0915	1145	1230	1240	1300	1330	1400	1500	1540	1715	1735	1740	1820	1830	1840	0810	1120	1310	

Douglas Freighter Read Down	365	363	325 ⑦②③⑤	327 ①③④⑥	329 ①④⑥	373	373	373 ⑦③④	393
CALCUTTA.....Lv	1530	1430	0800	0800	1210	0845	0800	0845	0800
AGARTALA.....Ar	1650	1550							
KAILASHAHAR.....Ar			0945						
KAMALPUR.....Ar				0935					
KHOWAI.....Ar					1335				
SILCHAR.....Ar						1050	1005	1050	
SILCHAR.....Lv								1110	
IMPHAL.....Ar								1150	
RUPSI									0945

RETURN Read Down	394	373 ⑦③④	374	374 ①②⑤⑥	330 ①④⑥	328 ①③④⑥	326 ⑦②③⑤
RUPSI.....Lv	1015						
IMPHAL.....Lv		1210					
SILCHAR.....Ar		1250					
SILCHAR.....Lv		1310	1035	1120			
KHOWAI.....Lv					1400		
KAMALPUR.....Lv						1005	
KAILASHAHAR.....Lv							1015
AGARTALA.....Lv							
CALCUTTA.....Ar	1200	1515	1240	1325	1525	1140	1200

IRISH INTERNATIONAL AIRLINES (ALT)

82Mo #Ex ⑥	830 ③	842 ④	822 ②⑤	820 ④⑥	870 ⑥	1011 ⑦	800 ①③④⑤	854 ②	852 ①③④	850 ②	C-47	801 #Ex ②	851 ①④	861 ②	863 ③	821 ④⑥	823 ②③	841 ②	843 ④	831 ③	82Mo #Ex ⑥
2020	1105	1725	1225	1105	1050	1050	1310	1355	1200	1105	Lv DUBLIN..... Ar	1950	1645	1645	1800	1540	1700	2010	2210	1555	2359
					1155	1155					Ar SHANNON..... Lv										
					1255						Lv SHANNON..... Ar										
					1535		1520				Ar LONDON..... Lv	1735	1505								
								1530	1335	1240	Ar BRISTOL..... Lv			1510	1625						
2135											CARDIFF..... Lv										
		1900	1340	1220							Ar MANCHESTER.... Lv					1420	1540				2240
	1230										Ar BIRMINGHAM.... Lv							1835	2035		
											Ar GLASGOW..... Lv									1430	

INI & CIA. S.A. (INI)

190 ③	C-54	191 ⑦
0800	Lv BUENOS AIRES . . . Ar	2200
1130	Ar SANTIAGO Lv	1630
1230	Lv SANTIAGO . . . . . Ar	1530
1945	Ar LIMA Lv	0615
2100	Lv LIMA . . . . . Ar	0515
0515	Ar PANAMA Lv	2100
0615	Lv PANAMA . . . . . Ar	2000
1215	Ar MIAMI Lv	1400

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KLM ROYAL DUTCH AIRLINES (KL)

KL041 DC-3 ⑤	KL041 DC-3 ②③ ④⑥	SN104 DC-3 # Ex ⑦①	SK052 Curtiss # Ex ⑦①	SR705 Metr. # Ex ⑦①	KL027 DC-3 ③④ ⑥			KL028 DC-3 ③④ ⑥	SR704 Metr. # Ex ⑦①	SK051 Curtiss # Ex ⑦①	SN103 DC-3 # Ex ⑦①	KL042 DC-3 ②③ ④⑥	KL042 DC-3 ⑥
2300	1525	0345	0350	0410	1315	Lv	AMSTERDAM. . Ar	2100	0300	0220	0245	2135	0505
0105	1730	|	|	|	|	Ar	PARIS. . . . Lv	|	|	|	0140	1930	0300
		0445				Ar	BRUSSELS . . Lv						
			0605			Ar	COPENHAGEN . Lv			0005			
				0605		Ar	BASLE/ Lv		0100				
				0650		Lv	MULHOUSE . Ar		0010				
				0720	1605	Ar	ZURICH . . . Lv	1800	2340				

KL066 SC ①	KL062 DC-7F ①④⑥	KL064 SC ③	SC- Super Constellation	KL061 DC-7F ③⑤⑦	KL063 SC ⑥	KL065 SC ①
1000	0500	0300	Lv NEW YORK. . . Ar	1300	1425	0655
|	|	|	MONTREAL. . . Lv	1120	1240	0510
②			MONTREAL. . . Ar	0950	1110	0340
0345	2045	2045	Ar GLASGOW . . . Lv	0335	|	|
0445	2145	2145	Lv GLASGOW . . . Ar	0205	|	⑦
0645	2345	2345	Ar AMSTERDAM . . Lv	0001	0001	1630

KL013 DC-3 ②④ ④⑤	KL001 DC-3 # Ex ⑦①	KL011 DC-7F /SC② ④⑤⑥	KL003 DC-3 ③	KL009 DC-3 ①	SC - Super Constellation	KL002 DC-3 #Ex ⑦①	KL014 DC-3 ②④ ⑤⑥	KL008 DC-3 ⑥	KL004 DC-3 ③	KL012 DC-7F/ SC② ④⑤⑥
0130	0445	1505	1530	2045	Lv AMSTERDAM. . Ar	0235	0720	1035	2120	2130
0330	0645	1630	1730	2245	Ar LONDON . . . Lv	0045	0530	0845	1930	2010

KL017 DC-3 ②④⑤	KL015 DC-3 #Ex ⑦	KL021 DC-3 ⑥	KL023 DC-3 ⑤			KL024 DC-3 ⑤	KL022 DC-3 ⑥	KL016 DC-3 #Ex ⑦	KL018 DC-3 ②④⑤	
1445	1500	1120	1100	Lv	AMSTERDAM. . Ar	2055	2150	2200	2205	516
|	|	|	|		|	|	|	|	2100	④
1715					DUSSELDORF . Lv				2010	2030
					DUSSELDORF . Ar				1815	|
				Ar	NUREMBERG. . Lv					1330
					FRANKFURT. . Lv			2000		
					FRANKFURT. . Ar			1920		
	1720			Ar	STUTTGART. . Lv			1820		
					LINZ Lv		1800			
					LINZ . . . . Ar		1715			
		1530	1510	Ar	VIENNA . . . Lv	1630	1615			

JAPAN AIR LINES

635 ⑦	633 ⑥	631 ③	DC-7F			650 ②	632 ④	654 ⑥
1600	1600	1600	Lv	SAN FRANCISCO. Ar			0630	
|	|	|		SEATTLE. . . . Lv		2345	|	2345
2120	2120	2120	Ar	HONOLULU . . . Lv		|	1950	|
2250	2250	2250	Lv	HONOLULU . . . Ar		|	1720	|
|	|	|		ANCHORAGE. . . Lv		1530	|	1530
|	|	|		ANCHORAGE. . . Ar		1430	|	1430
0940	0940	0940	Ar	TOKYO. Lv		2200	2330	2200

LANICA AIRLINES (NI)

401 ① ④⑥	C-46	402 ① ④⑥
0600	Lv MIAMI Ar	0530
1015	Ar MANAGUA Lv	1130

LINEA AEROPOSTAL VENEZOLANA (LV)

262 #Ex ⑦	264 ③			265 ③	263 #Ex ⑦
0600	0500	Lv	MAIQUETIA. . Ar	1630	1500
|	|	Ar	KINGSTON . . Lv	1510	|
|	|	Lv	MARACAIBO. . Ar	1445	|
1300	|	Ar	MIAMI. . . . Lv	|	0700
|	0900	Ar	PANAMA . . . Lv	1100	|

LINEAS AEREAS COSTARRICENSES (LACSA)

615 ② ⑤⑥	C-46	616 ① ③⑤
0600	Lv MIAMI . . . . Ar	1400
0810	Ar GRAND CAYMAN. Lv	|
0900	Lv GRAND CAYMAN. Ar	|
1130	Ar SAN JOSE, C.R.Lv	0700

LUFTHANSA GERMAN AIRLINES

LH041 #Ex ①④⑦	U.S.A.-Europe Super Constellation	LH040 #Ex ②③⑤	LH040 ⑥
2359	Lv NEW YORK . . . Ar	1155	1550
	MANCHESTER . . Lv		0530
	MANCHESTER . . Ar		0330
1800	Ar FRANKFURT. . . Lv	0100	0100

LH032 #Ex ①	LH030 ③④ ⑤	England Viking Service	LH031 ④⑤ ⑥	LH033 #Ex ①
	2300	Lv FRANKFURT. . . Ar	0715	
0115		Lv DUSSELDORF . . Ar		0710
0325	0145	Ar LONDON Lv	0430	0500

LH036 #Ex ⑦	VIKING Denmark Service	LH037 #Ex ①
2310	Lv FRANKFURT . . . Ar	
	Ar DUSSELDORF. . . Lv	
	Lv DUSSELDORF. . . Ar	0640
0030	Ar HANOVER Lv	
0100	Lv HANOVER . . . . Ar	
0250	Ar COPENHAGEN. . . Lv	0420

LH029 #Ex ①	LH024 #Ex ⑦	LH026 #Ex ⑦	LH020 #Ex ⑦	LH022 #Ex ⑦	VIKING Intra-German Service	LH027 #Ex ⑦	LH024 #Ex ⑦	LH028 #Ex ①	LH021 #Ex ①
			1805		Lv HAMBURG . . . . Ar				0130
			1850		Ar BREMEN. Lv				
			1925		Lv BREMEN. . . . . Ar				
			2000		Ar HANOVER Lv				
			2040		Lv HANOVER . . . . Ar				
0750				1915	Lv DUSSELDORF. . . Ar			0035	
				1945	Ar COLOGNE/BONN. . Lv				
				2030	Lv COLOGNE/BONN. . Ar				
0850			2200	2130	Ar FRANKFURT . . . Lv			2330	2340
	1705	1820			Lv FRANKFURT . . . Ar	2100	2135		
		1915			Ar STUTTGART . . . Lv	2005			
					Ar NUREMBERG . . . Lv		2045		
					Lv NUREMBERG . . . Ar		2000		
	1830				Ar MUNICH. Lv		1915		

MARITIME CENTRAL AIRWAYS (MAR)

525 ②④ ⑤	514 ②③	DC-3/C-46	515 ②③	526 ②④ ⑤
0800	0830	Lv MONCTON. . . . Ar	1320	1730
	0900	Ar CHARLOTTETOWN. Lv	1250	
	1000	Lv CHARLOTTETOWN. Ar	1220	
	1040	Ar HOUSE HARBOR . Lv	1140	
1130		Ar GOOSE BAY. . . Lv		1400

MACKEY AIRLINES

1-X ①④	1-X ②③	C-46	2-X ①④	4-X ②③
2400	1200	Lv FT. LAUDERDALE . . Ar	1500	1530
	1420	Ar WEST PALM BEACH. . Lv		
	1440	Lv WEST PALM BEACH. . Ar		
	1310	Ar WEST END/ Lv		
	1340	Lv GRAND BAHAMA . . Ar		
	1355	Ar FREEPORT/ GRAND BAHAMA . . Lv		1425
1300		Ar NASSAU Lv	1400	

MALAYAN AIRWAYS (MAL)

122 #	106 #	DC-3
0425	0455	Lv SINGAPORE
0555		Ar KUALA LUMPUR
	0700	Ar IPOH
	0730	Lv IPOH
	0810	Ar PENANG

MACROBERTSON MILLER AIRLINES (MMA)

780 ALT ④	782 ALT ④	784 ALT ⑤	DC-3 Read Down / Read Up	785 ⑧
0500	0500	0500	Lv PERTH . . . . . Ar	2345
0645	0645		Ar GERALDTON Lv	
0705	0705		Lv GERALDTON . . . . . Ar	
0900	0900		Ar CARNARVON Lv	
0920	0920		Lv CARNARVON . . . . . Ar	
			MORAWA Lv	
			YALGOO Lv	
			YALGOO . . . . . Ar	
		0715	Ar MT. MAGNET Lv	
		0735	Lv MT. MAGNET . . . . . Ar	
			WILUNA Lv	
		0825	Ar MEEKATHARRA Lv	
		0845	Lv MEEKATHARRA . . . . . Ar	
		1050	Ar WITTENOON Lv	
		1120	Lv WITTENOON . . . . . Ar	
1125	1125		Ar ONSLOW Lv	
1200			Lv ONSLOW . . . . . Ar	
1300	1250		Ar ROEBOURNE Lv	
1350	1340	1220	Ar PT. HEDLAND. Lv	
1420	1410	1240	Lv PT. HEDLAND . . . . . Ar	
1450	1450		Lv DE GREY Lv	
1500	1450		Lv PARDOO Lv	
1550	1540		Lv WALLAL . . . . . --	
1610	1600		Lv MANDORA . . . . . --	
		1415	Lv ANNA PLAINS . . . . . --	
1720	1710	1510	Lv BROOME . . . . . --	
1815	1805	1605	Ar DERBY Lv	0700

MIDDLE EAST AIRLINES (MEA)

720 ③	616 ③	618 ⑤	770 ⑥	774 ⑦	DC-4 Read Down / Read Up	771 ⑥	775 ⑦	615 ①	721 ③	617 ③
	0400	0400			Lv LONDON...Ar			0945		0945
	0920	0920			Ar ROME.....Lv			0400		0400
	1020	1020			Lv ROME.....Ar			0300		0300
	1510	1510			Ar ATHENS...Lv			②		④
	1610	1610			Lv ATHENS...Ar					
	2000	2000			Ar BEIRUT...Lv			2100		2100
0200			0200	0001	Lv BEIRUT...Ar	1145	1530		1330	
					Ar BAGHDAD..Lv				1130	
					BAGHDAD..Ar				1030	
0715			0715		Ar KUWAIT...Lv	0830			0830	
				0830	Ar DHAHRAN..Lv					
				0930	Lv DHAHRAN..Ar					
				0915	Ar DOHA.....Lv					
				1015	Lv DOHA.....Ar					
				1100	Ar BAHRAIN..Lv		1200			

NATIONAL AIRLINES, INC.

96 #Ex ⑥⑦	98 #Ex ⑥⑦	1049-H Constellation	97 #Ex ⑦①	99 #Ex ⑥⑦
2100	1900	Lv MIAMI. . . . . Ar	0528	1245
		Ar WEST PALM BEACH. Lv	0500	
		Lv WEST PALM BEACH. Ar	0430	
	2000	Ar ORLANDO. Lv		1145
	2100	Lv ORLANDO. . . . . Ar		1045
2200	2130	Ar TAMPA. Lv		1015
2330	2230	Lv TAMPA. . . . . Ar		0915
2400		Ar ORLANDO. Lv		
0100		Lv ORLANDO. . . . . Ar		
0543		Ar IDLEWILD Lv	0130	
	0027	Ar HOUSTON. Lv		0522
	0127	Lv HOUSTON. . . . . Ar		0422
	0539	Ar LOS ANGELES. . . Lv		2210

Cargo is also carried on passenger flights Please refer to the OFFICIAL AIRLINE GUIDE for schedules.

NORTHWEST AIRLINES (NW)

906 #Ex ⑥⑦	912 #Ex ⑥⑦	DC-6A Combination	903 #Ex ⑦①	919 #Ex ⑥⑦
1220	2130	Lv MINNEAPOLIS. . Ar	1807	0422
		Ar ROCHESTER. . . Lv	1735	
		Lv ROCHESTER. . . Ar	1705	
1343	2253	Ar MILWAUKEE. . . Lv	1540	
1420	2340	Lv MILWAUKEE. . . Ar	1458	
		Ar CHICAGO (MDW). Lv		0240
		Lv CHICAGO (MDW). Ar		0155
1530	0050	Ar DETROIT (DTW). Lv	1340	
1615	0135	Lv DETROIT (DTW). Ar	1300	
1935	0455	Ar NEW YORK (IDL) Lv	1130	2330

OLYMPIC AIRWAYS

⑦	VISCOUNT 800	⑦
0400	Lv LONDON. . . . Ar	2200
1350	Ar ATHENS. . . . Lv	1550

PACIFIC NORTHERN AIRLINES (PN)

3 ②③④⑤⑥⑦	3 ①②③④⑤	5 ✕	1B ②④⑤	1A ①⑤	1 ③⑦	Lockheed Constellation Speedpak Read Down / Read Up	2 ①②④⑥	2A ⑤	2B ③⑦	4 ✕	4 ①②③④⑤	6 ②③④⑤⑥⑦
	2340					Lv PORTLAND.....Ar					2250	
	0030					Ar SEATTLE - TAKOMA.....Lv					2200	
0120		0830	0730	0730	0730	Lv SEATTLE - TAKOMA.....Ar	1715	1715	1715	2125		0500
			1010	1010	1010	Ar KETCHIKAN (Annette Is.).....Lv	1445	1445	1445			
			1155	1155	1155	Ar JUNEAU.....Lv	1300	1300	1300			①②③
			1300			Ar YAKUTAT.....Lv		F	1000			④⑤⑥
			1330	1240		Ar CORDOVA.....Lv	0820	0820				
0500		1210	1450	1400	1320	Ar ANCHORAGE.....Lv	0700	0700	0700	1400		2135

Cargo must be received two hours prior to scheduled departure time for routing on Speedpak equipment.

PAN AMERICAN WORLD AIRWAYS (PAA)

ATLANTIC SERVICES

160 ⑦	160 ②	162 ⑦	160 ③	164 ③	160 ③	164 ⑤	162/164 ③⑤	DC-7F	161 ①	161 ③	163 ③	165 ④	163/165 ④	161 ⑤	161 ⑥	161 ⑦	163 ⑦
				1700		1700	1700	Lv CHICAGO.(ORD). Ar	f1539			1539	1539				
				1815		1815	1815	Ar DETROIT.(DTW). Lv				1413	1413				
				1945		1945	1945	Lv DETROIT. . . Ar	f1330			1330	1330				
				2315		2315	2315 (162)	Ar NEW YORK (IDL) Lv				1200	1200 (163)				
0300	0300	0400	0300	0300	0300	0300	0400	Lv NEW YORK (IDL) Ar	1030	0945	0925	0945	0925	0945	0945	1145	0925
f2230					f2230			Lv BALTIMORE. . . Ar									
f2230					f2230			Lv PHILADELPHIA . Ar									
						0415		Ar BOSTON Lv									
	f0500		f0500	f0500		0500	f0600	Lv BOSTON . . . . Ar	f0955	f0910	f0850	f0910	f0830	f0910	f0910	f1110	f0830
			f0835		f0835			Ar GANDER Lv	f0845	f0800	f0745	f0800	f0745	f0800	f0800		f0745
		f1925	f1825	1940	1940	f1945	f1925	Ar SHANNON. . . . Lv	0330	f0400	0225	f0400	0225	f0400	f0400		0225
			f1835	2330	2330	0030		Ar GLASGOW. . . . Lv	0215	f0345		f0345	0140	f0345	f0345	f0545	
1940	1940		1940		1940	2050		Ar LONDON Lv	0030	0130		0130		0130	0130	0330	
2300	2330		2330		2330	0030		Lv LONDON . . . . Ar	2230	2335		2330		2335	2335	0130	
0015	f0045		0045		f0045	f0145		Ar BRUSSELS . . . Lv	f2215			2215				0015	
								Lv BRUSSELS . . . Ar				2140				2340	
	f0045		0045		f0045	f0145		Ar AMSTERDAM. . . Lv	f2220	2220				2220	2220		
			0130					Lv AMSTERDAM. . . Ar		2150				2150	2150		
f0030	f0100				f0100	f0200		Ar DUSSELDORF . . Lv	f2200	f2200		f2200		2200	2200	f2359	
								COLOGNE. . . . Lv		f2150				f2150			
0055	0125		0240	0245	0125	0225		Ar FRANKFURT. . . Lv	2030	2030		2030		2030	2030	2230	
0800	0800		0800	0800	0800			Lv FRANKFURT. . . Ar		1910		1910		1910	1910	2110	
0845	0845		0845	0845	0845			Ar STUTTGART. . . Lv		1830		1830		1830	1830	2030	
0915	0915		0915	0915	0915			Lv STUTTGART. . . Ar		1750		1750		1750	1750	1950	
1005	1005		1005	1005	1005			Ar MUNICH Lv		1700		1700		1700	1700	1900	
f1210								Ar VIENNA Lv									
		2100					2100	Ar PARIS. Lv			2300		2300				2300
		2300					2300	Lv PARIS. . . . . Ar			2055		2055				2055
		0130					0130	Ar ROME Lv			1800		1800				1800
		0230					0230	Lv ROME . . . . . Ar					1655				1655
							f0710	Ar ISTANBUL . . . Lv									
							f0755	Ar ANKARA Lv									
f1655							f0815	Ar BEIRUT Lv			f1245		1245				1245

When required for reserved cargo of sufficient quantity, the above transatlantic all-cargo services will call at additional cities as indicated by the symbol (f) with its corresponding arrival or departure time. ONE city per flight only between London and Frankfurt. Minimum transatlantic loads required for flag landings are 400 kg, except as noted below: 1000 kg. minimum load to/from Gander.

Ankara 100 kg. Flt. 162④; 2000 kg. Flt. 162⑤; 2000 kg. Flt. 160⑦
Istanbul 100 kg. Flt 162④; 2000 kg. Flt. 162⑥
Beirut 2000 kg. Flt. 162⑤
Baltimore/Washington 1500 kg.
Philadelphia 1000 kg.
Glasgow 500 kg.

PAN AMERICAN GRACE AIRWAYS (PANAGRA)

393 ⑦	DC-7	392 ⑥
2359	Lv MIAMI. . . . Ar	1805
0405	Ar PANAMA . . . Lv	1400
0930	Lv PANAMA . . . Ar	1210
f	Ar CALI Lv	f
f	Ar QUITO. . . . Lv	f
f	Ar GUAYAQUIL. . Lv	f
f	Ar TALARA . . . Lv	f
1140	Ar LIMA Lv	0700
0600	Lv LIMA . . . . Ar	1820
f	Ar ARICA. . . . Lv	
f	Ar ANTOFAGASTA. Lv	
f	Ar LA PAZ . . . Lv	f
1210	Ar SANTIAGO . . Lv	1400

619 #Ex ⑤	678 #Ex ⑦	DC-4	679 #Ex ⑥	618 #Ex ⑥
	0110	Lv FRANKFURT. . Ar	2340	
		DUSSELDORF . Lv	2240	
		DUSSELDORF . Ar	2210	
	0250	Ar BERLIN . . . Lv	2020	
1530		Lv BERLIN . . . Ar		1850
1640		Ar HAMBURG. . . Lv		1740

879 #Ex ⑦	DC-7F	878 ③④⑥
2100	Lv SAN FRANCISCO. Ar	0655
0230	Ar HONOLULU . . . Lv	1930
0530	Lv HONOLULU . . . Ar	1630
1135	Ar WAKE ISLAND. . Lv	
1235	Lv WAKE ISLAND. . Ar	
1655	Ar TOKYO. Lv	2300

Cargo is also carried on passenger flights. Please refer to the OFFICIAL AIRLINE GUIDE for schedules.

PAA
U.S.A.—LATIN AMERICA

3433 ①②④⑤	3431 #Ex ④⑤	3401 ⑥	3211 ⑦	3451 #	3299 ②③④			3436 ①	3252 ③④⑤	3434 ②③⑤⑥	3432 ①	3458 #Ex ④⑤	3452 #Ex ⑥⑦	3402 ⑥
					0001	Lv	NEW YORK	Ar		0750				
0730	0900	1130		2359		Lv	MIAMI	Ar	1600		1355	1700	1705	0250	1500
		1230				Ar	NASSAU	Lv							1400
	1205					Ar	KINGSTON	Lv					1430		
				0600	0745	Ar	SAN JUAN	Lv		0001		1115		2300	
			1115		1645	Lv	SAN JUAN	Ar							
1440					1800	Ar	CARACAS	Lv			0745				
					1900	Lv	CARACAS	Ar							
			1530			Ar	PORT OF SPAIN . . .	Lv	1000						
					0440	Ar	BELEM	Lv							
					0530	Lv	BELEM	Ar							
					1245	Ar	RIO DE JANEIRO . . .	Lv							
					1345	Lv	RIO DE JANEIRO . . .	Ar							
					2020	Ar	BUENOS AIRES	Lv							

(PAA)

P393 G③	P393 A②	3511 ②④	3503 ④	3517 ①③	3501 ④	C-54		P393 G ⑤	3502 ③	3512 ③⑤	3504 ⑤	3518 ④	P392 A⑤
				0800		Lv	HOUSTON . . .	Ar				1845	
	1100	1100	0900	1400		Lv	MIAMI	Ar			1435	1530	1315	1605
				1730		Ar	MEXICO CITY .	Ar					0930	0930	
			1700			Ar	GUATEMALA . .	Lv							
					0930	Lv	GUATEMALA . .	Ar		1400					
	1505	1635			1700	Ar	PANAMA CITY .	Lv		1000	0900				1200
0700					1100	Lv	PANAMA CITY .	Ar	1010						
					1730	Ar	CARACAS . . .	Lv							
1210						Ar	LIMA	Lv	0500						
0600						Lv	LIMA	Ar	1320						
1210						Ar	SANTIAGO . .	Lv	0900						

Flts. PG392 and PA392 are operated with DC-7F equipment.

QANTAS EMPIRE (EM) BRITISH OVERSEAS AIRWAYS (BA) AIR INDIA (AI)

BA/QF 776 C⑥	BA/QF 780 SC⑤	BA/QF 980 C③	AI 164 SC⑤	C-749 Constellation SC - Super Constellation		AI 163 SC①	BA/QF 981 C③	BA/QF 781 SC①	BA/QF 777 C③
2230	2300	0700	0630	Lv	LONDON . . .	Ar	1935	0720	1700	2320
0005				Ar	DUSSELDORF .	Lv		0535		
	0105	0900	0835	Ar	FRANKFURT .	Lv			1425	2110
			1310	Ar	ROME	Lv	1535			
0300	0350	1125		Ar	ZURICH . . .	Lv		0245	1215	1845
1305		2240	2025	Ar	BEIRUT . . .	Lv	0950	1915		1015
1915				Ar	ABADAN . . .	Lv				0640
	1455			Ar	DAMASCUS . .	Lv			0525	
		0530	0340	Ar	BAHRAIN . .	Lv		1405		
	0220			Ar	KARACHI . .	Lv			2205	
			1150	Ar	BOMBAY . . .	Lv				
0625		1545		Ar	DELHI . . .	Lv	0130	0630	1810	2255
	1015		0700	Ar	CALCUTTA . .	Lv	1900		1210	
		0020		Ar	RANGOON . .	Lv		2300		
1725	1705			Ar	BANGKOK . .	Lv				1420
		1015		Ar	HONG KONG .	Lv		1800		
		1615		Ar	MANILA . .	Lv				
2315	2245			Ar	SINGAPORE .	Lv			0615	0930
	0315			Ar	DJAKARTA . .	Lv			1205	
1120	1315			Ar	DARWIN . . .	Lv			0635	0125
		0500		Ar	PORT MORESBY					
2050	2230	1315		Ar	SYDNEY . . .	Lv			2200	1700

Cargo is also carried on passenger flights. Please refer to the OFFICIAL AIRLINE GUIDE for schedules.

NORTHERN CONSOLIDATED

37 □	37 □□	F-27B	
1015	1015	Lv	ANCHORAGE
	1120	Ar	McGRATH
	1150	Lv	McGRATH
	1240	Ar	ANIAK
	1310	Lv	ANIAK
1130		Ar	KING SALMON
1200		Lv	KING SALMON
1220		Ar	DILLINGHAM
1250		Lv	DILLINGHAM
1340	1345	Ar	BETHEL

□ Operates 2nd & 4th Tuesday
□□ Operates 1st & 3rd Tuesday and Aug. 29
Flights return as combination flights

RIDDLE AIRLINES (RD)

201 #	207 #Ex ⑥⑦	401 #Ex ⑥	451 #Ex ⑥⑦	453 #Ex ⑦	301 #	C-46	202 #	402 #Ex ⑥	452 #Ex ⑥⑦	208 #Ex ⑥⑦	454 #Ex ⑥⑦	302 #
	2350					Lv BOSTON. . . . . Ar				0850=		
0001	0100					Ar NEW YORK (IDL). Lv				0745		
	0200					Lv NEW YORK (IDL). Ar	0505			0645		
	0305					Ar PHILADELPHIA. . Lv				0600		
	0350					Lv PHILADELPHIA. . Ar				0425		
		2300				Lv CHICAGO . . . . Ar		0530				
		0015Ø				Ar INDIANAPOLIS. . Lv		0410				
		0115Ø				Lv INDIANAPOLIS. . Ar		0330Ø				
			2305	0200		Lv DETROIT . . . . Ar			0525		2330	
			0100	0355		Ar CLEVELAND . . . Lv			0530			
			0200	0435		Lv CLEVELAND . . . Ar			0450			
		0350	0420	0630		Ar ATLANTA Lv		0050	0130		2000	
		0450	0520			Lv ATLANTA . . . . Ar		2350	2309			
	0740		0740			Ar ORLANDO Lv			2140	0001		
	0845		0840			Lv ORLANDO . . . . Ar			2040	2250		
			0920			Ar TAMPA Lv			2000			
0405	0950					Ar WEST PALM BEACH Lv						
0435	1020					Lv WEST PALM BEACH Ar						
0510	1055	0755				Ar MIAMI Lv	2300	2030		2130		
					2200	Lv MIAMI . . . . . Ar						0900
					0300	Ar SAN JUAN. . . . Lv						0600

Ø IND Sunday Demand Service

= Does not operate IDL-BOS ⑥ or ⑦

RUTAS AEREAS NACIONALES (RANSA)

③			①	④	②	⑤	⑦	C-46; C-47	②	⑤	⑦	①		④	③		
2000	0145	0005	2200	0145	0005	0430	0145	0005	Lv MIAMI, International.....Ar	1415	1800	2045	1900	1800	1400	0415	1800	1415
									BARCELONA, Muntadas.....Lv				1200					
									BARCELONA, Muntadas.....Ar				1100					
2300	0445	0305	0100	0445	0350	0730	0445	0305	Ar KINGSTON, Palisadoes.....									
2345	0530	0350	0145	0530	0350	0815	0530	0350	Lv KINGSTON, Palisadoes.....									
F	F	F		F	F	F	F	F	ARUBA.....									
			0545						Ar MARACAIBO, Gr. De Oro.....Lv						0800			
									MARACAIBO, Gr. De Oro I.....									
0445	1000	0820		1000	0820	1245	1000	0820	Ar CARACAS, Maiquetia.....Lv	1000	1145	1430	1000	1146		1000	1145	0800

#Ex ⑥⑦	DC-6A	
0100	Lv	MIAMI
0600	Ar	CARACAS

SABENA BELGIAN AIRLINES (SAB)

SN256 ⑥	SN252 ②	SN254 ④	DC-7F	SN251 ②	SN253 ④	SN255 ⑥
2355	2355	2355	Lv NEW YORK . . Ar	1050	1050	1050
1635	1635	1635	Ar BRUSSELS . . Lv	0130	0130	0130

BE499F ②⑤⑦ V	SN205 ②③ ④⑤	C-47	SN206 ③④⑥	BE500F ②⑤⑦ V	SN206 ⑤
0540	2215	Lv BRUSSELS . . Ar	0355	0310	0550
0650	0030	Ar LONDON . . . Lv	0205	0205	0400

SN101 # Ex ⑦	DC-3 C-47	SN102 # Ex ⑦
2040	Lv BRUSSELS Ar	0045
2210	Ar PARIS Lv	2320

SN247 ⑦	SN247 ①③	C-47	SN248 ①③	SN248 ⑦
0105	1005	Lv BRUSSELS. . Ar	2330	1345
0630	1530	Ar MILAN . . . Lv	1745	0800

SN103 # Ex ⑦①	KL005 # Ex ⑦①		KL006 # Ex ⑥⑦	SN104 # Ex ⑦①
0140		Lv BRUSSELS Ar		0445
0245		Ar AMSTERDAM Lv		0345
	0350	Lv AMSTERDAM Ar	0255	
	0635	Ar COPENHAGEN Lv	2400	

SN221 ②④	SN213 ③	SN217 ③⑤	SN215 ⑤	SN211 ⑥	DC-3/C-47	SN214 ③	SN218 ③⑤	SN216 ⑤	SN212 ⑥	SN22 ②④
1525	0635	1325	1055	1155	Lv BRUSSELS. . . Ar	1925	2045	1925	1925	2245
					Ar COLOGNE . . . Lv		1930			2130
					Lv COLOGNE . . . Ar		1845			2045
					Ar DUSSELDORF. . Lv	1820		1820	1820	
					Lv DUSSELDORF. . Ar	1745		1745	1745	
	0855		1315		Ar NUREMBERG . . Lv	1545		1545		
	0925				Lv NUREMBERG . . Ar	1515				
1740		1540	1545	1410	Ar STUTTGART . . Lv		1710		1545	1910
	1155				Ar VIENNA. . . . Lv	1355				

PZ207 ②	PZ209 ④	PZ213 ⑥	PZ205 ⑦	PZ211 ①	PZ203 ⑥	DC-4	PZ206 ②	PZ208 ④	PZ212 ⑥	PZ204 ⑦	PZ202 ③	PZ21 ⑤
				1100	1100	Lv BRUSSELS. . . Ar					2100	1930
						Ar DUSSELDORF. . Lv					2030	
						Lv DUSSELDORF. . Ar					1900	
				1230	1230	Ar BASLE Lv					1800	1800
				1630	1630	Lv BASLE . . . . Ar					1630	1630
				0001	0001	Ar ISTANBUL. . . Lv					1100	1100
				0100	0100	Lv ISTANBUL. . . Ar					1000	1000
1000	1200	1200	2200			Lv BEIRUT. . . . Ar	0700	0900	0900	1800		
1630	2030	2030	0430	0930	0930	Ar TEHERAN . . . Lv	0330	0330	0330	1430	0430	0430

SAM AIRLINES

999A #Ex ①⑦	999 ④⑥	888 ④⑥	C-46	998A #Ex ⑥⑦	887 #	998 ①④
0330	0300		Lv MIAMI Ar	0430		2000
0900			Ar SAN ANDRES Lv	1000		
			Lv SAN ANDRES Ar			
			Ar CARTAGENA Lv			
		1145	Lv CARTAGENA Ar		1445	
		1215	Ar BARRANQUILLA Lv		1415	1400
		801	Lv BARRANQUILLA Ar		1315	1300
	1150	#	Ar MEDELLIN Lv		1130	
	1250	0600	Lv MEDELLIN Ar		1030	
	1350	0700	Ar BOGOTA Lv		0930	1100
	1445	0800	Lv BOGOTA Ar		0830	1000
	1630		Ar CALI Lv		0715	
		1200	Ar LETICIA Lv			0600

Cargo is also carried on passenger flights. Please refer to the OFFICIAL AIRLINE GUIDE for schedules.

SCANDINAVIAN AIRLINES (SAS)

SK044 ✗Ex ①⑦	SK069 ③④⑥	SK063 ✗Ex ①⑦	SK057 ③④ ⑤⑥	SK/BE 747 ✗Ex ①	SK051 ✗Ex ①⑦		Curtiss		SK070 ③④⑥	SK064 ✗Ex ①⑦	SK058 ③④ ⑤⑥	BE/SK 748 ✗Ex ①	SK052 ✗Ex ①⑦	SK043 ✗Ex ①⑦
0550	1515	1200	1540	0435	2305	Lv	COPENHAGEN. .	Ar	0110	2155	0055	0235	0505	2045
					0120	Ar	AMSTERDAM . .	Lv					0250	
				0710		Ar	LONDON. . . .	Lv				0005		
			1920			Ar	PARIS	Lv			2115			
						Ar	FRANKFURT . .	Lv		1925				
		1500				Lv	FRANKFURT . .	Ar		1835				
	1925					Ar	STUTTGART . .	Lv		1750				
						Ar	MILAN	Lv	2100					
0750						Ar	STOCKHOLM . .	Lv						1845

SK/BE Flts. 747 and 748 operates with V-802 Equipment.

SK049 ②⑤	SK045 ✗Ex ⑦②		Curtiss		SK046 ✗Ex ⑦①
1800	1155	Lv	OSLO.	Ar	0820
			GOTHENBURG. .	Lv	0715
			GOTHENBURG. .	Ar	0615
1945	1340	Ar	COPENHAGEN. .	Lv	0515

SEABOARD AND WESTERN AIRLINES (SBW)

200 * ③④ ⑥	100 * ③④	204 * ②⑤	104 Ø ①③ ④	100 * ①	100 * ⑦② ⑤⑥		* Constellation Ø DC-4 ✗ C-47		201 * ①②	101 ✗ ①②	105 Ø ②④ ⑤	205 ✗ ③⑥	101 ✗ ③⑥	203 * ④⑤	101 ✗ ④⑤
1200	0330	1200		0600	0330	Lv	NEW YORK. . .	Ar	0900	1035		0900	1100	0900	1035
	1945			2215		Ar	SHANNON . . .	Lv		0230		0030			0230
	2100		0130	2315		Lv	SHANNON . . .	Ar		0140	0030	2330			0140
							GLASGOW . . .	Lv	0030				0215	0030	
0550	2240			0100	2240	Ar	LONDON. . . .	Lv	2230	2345			2345	2230	2345
0645	2335			0155	2335	Lv	LONDON. . . .	Ar	1950	2245			2245	2040	2245
							AMSTERDAM . .	Lv						2030	
	0035			0255	0035	Lv	BRUSSELS. . .	Lv	1840						2235
		0730	0545			Ar	PARIS	Lv			2200	2200			
		0830				Lv	PARIS	Ar				2030			
							HANOVER . . .	Lv						1900	
							DUSSELDORF. .	Lv	1900						
							COLOGNE . . .	Lv	1850						
							HAMBURG . . .	Lv						1800	
1000	0300			0530	0300	Ar	FRANKFURT . .	Lv	1800	2155			2155		2155
	0600			1400	0600	Lv	FRANKFURT . .	Ar		2120			2120		2120
	0655			1455	0655	Lv	NURNBERG. . .	Lv		2025			2025		2025
	0800			1600	0800	Lv	MUNICH. . . .	Lv		1920			1920		1920
	0905			1705	0905	Ar	STUTTGART . .	Lv		1815			1815		1815
		0900				Ar	ZURICH. . . .	Lv				1900			

SWISSAIR (SR)

704 DC-3 ① ② ③ ④ ⑤	DC-6A			705 DC-3 ② ③ ④ ⑤ ⑥
	Read Down		Read Up	
	Lv	NEW YORK	Ar	
	Ar	MANCHESTER	Lv	
	Lv	MANCHESTER	Ar	
	Ar	BASLE	Lv	
	Lv	BASLE	Ar	
	Ar	GENEVA	Lv	
	Lv	GENEVA	Ar	
	Ar	ZURICH	Lv	
	Lv	ZURICH	Ar	
	Ar	GENEVA	Lv	
2310	Lv	ZURICH	Ar	0715
2350	Ar	BASLE/MULHOUSE	Lv	0640
0020	Lv	BASLE/MULHOUSE	Ar	0610
0300	Ar	AMSTERDAM	Lv	0340
	Ar	STUTTGART	Lv	

TRANS-MEDITERRANEAN AIRWAYS (TMA)

120 ④⑦	108 ②⑥ ⑦	106 ①④ ⑦	112 ②	114 ⑥	102 ⑥	104 ⑦		Yorks DC-4		101 ②③	103 ⑦⑥	111 ②	113 ⑥	105 ①④ ⑦	107 ②⑥ ⑦	119 ④⑦
					0900	2300	Lv	FRANKFURT	Ar	1530	1530					
					1000	2400	Ar	BASEL	Lv	1430	1430					
						①										
					1200	0200	Lv	BASEL	Ar	1330	1330					
					1630	0630	Ar	BRINDISI	Lv	0900	0900					
					1730	1730	Lv	BRINDISI	Ar	0800	0800					
					2320	1320	Ar	BEIRUT	Lv	0400	0400					
0100	0100	0300	0400	0400			Lv	BEIRUT	Ar			2100	2100	1430	1330	1600
			0800	0800			Ar	BAGHDAD	Lv			1900	1900			
			0900	0900			Lv	BAGHDAD	Ar			1800	1800			
			1200	1200			Ar	TEHRAN	Lv			1600	1600			
		0830					Ar	KUWAIT	Lv					1100		
	0730						Ar	DHAHRAN	Lv						1000	
0730							Ar	BAHRAIN	Lv							
0900							Lv	BAHRAIN	Ar							
1030							Ar	DOHA	Lv							1230

Cargo is also carried on passenger flights. Please refer to the OFFICIAL AIRLINE GUIDE for schedules.

TACA INTERNATIONAL AIR LINES SA)

525/ 101 ⑦	401 ⑥	801 ①③ ⑤	801/ 101 ②④	DC-4			400 ①	800 ②④	400 ③⑤	400 ⑦	102 ⑥
	0245	0330	0330	Lv	NEW ORLEANS	Ar	1820	1710	1900	1920	
0700				Lv	MEXICO CITY	Ar					1410
	0715			Ar	BELIZE.	Lv			1505		
	0750			Lv	BELIZE.	Ar			1450		
1025	0915	0900	0900	Ar	GUATEMALA CITY . . .	Lv	1325	1115	1325	1425	1050
1100	1015	1000	1000	Lv	GUATEMALA CITY. . .	Ar	1310	1045	1310	1410	1030
1145	1100	1045	1045	Ar	SAN SALVADOR. . . .	Lv	1225	1000	1225	1325	0945
1320	1210		1210	Lv	SAN SALVADOR. . . .	Ar	1200		1200	1250	
1415	1305		1305	Ar	TEGUCIGALPA	Lv	1115		1115	1205	
1435	1330		1330	Lv	TEGUCIGALPA	Ar	1100		1100	1150	
1530	1425		1425	Ar	MANAGUA	Lv	1005		1005	1055	
1550	1450		1450	Lv	MANAGUA	Ar	0950		0950	1040	
1700	1600		1600	Ar	SAN JOSE.	Lv	0840		0840	0930	

TRANS-CANADA (TCA)

909 ① ②③ ④⑤	North Star Read Down	Read Up	910 ① ②③ ④⑤
2100	Lv MONTREAL.....Ar		A1455
2255	Ar TORONTO.....Lv		A1315
2355	Lv TORONTO.....Ar		1155
0350	Ar WINNIPEG.....Lv		0650
0435	Lv WINNIPEG.....Ar		0605
↓	-- CALGARY.....Lv		0150
	-- CALGARY.....Ar		0120
0730	Ar EDMONTON.....--		↑
0800	Lv EDMONTON.....--		
1015	Ar VANCOUVER.....Lv		2200

A-Toronto to Montreal section ③④⑤ only.

TRANS CARIBBEAN AIRWAYS (TRC)

901 ①③	901 ⑥	DC-4 Read Down	Read Up	900 ①	900 ③⑤
2400	2200	Lv NEW YORK.....Ar		0500	0700
0800	0600	Ar SAN JUAN.....Lv		2100	2300

TRANS WORLD AIRLINES (TW)

DOMESTIC

595 #Ex ⑥⑦	591 #Ex ⑥⑦	1649			594 #Ex ⑥⑦	590 #Ex ⑥⑦
2330		Lv	NEW YORK (IDL).	Ar	0959	
	2300	Lv	NEWARK.	Ar		1027
0035		Ar	PHILADELPHIA. .	Lv		
0140		Lv	PHILADELPHIA. .	Ar		
0314		Ar	INDIANAPOLIS. .	Lv		
0415		Lv	INDIANAPOLIS. .	Ar		
0522		Ar	ST. LOUIS . . .	Lv	0523	
0645		Lv	ST. LOUIS . . .	Ar	0433	
0659		Ar	KANSAS CITY . .	Lv		
0815		Lv	KANSAS CITY . .	Ar		
1235	0524	Ar	LOS ANGELES . .	Lv		2245
	0630	Lv	LOS ANGELES . .	Ar		
	0813	Ar	SAN FRANCISCO .	Lv	2000	

TW INTERNATIONAL

980 ②	980 ④	972 ③⑤	970 ⑥				971 ②	973 ④⑥	981 ③	981 ⑥
0130	0130	0130	0130	Lv	NEW YORK (IDL).	Ar	1000	0920	1020	1205
	1710			Ar	SHANNON. . . .	Lv	0235			
	1755			Lv	SHANNON. . . .	Ar	0150			
		1830		Ar	LONDON	Lv		0030		
		1930		Lv	LONDON	Ar		2330		
		2125	1955	Ar	FRANKFURT. . .	Lv	2230	2130		
			2155	Lv	FRANKFURT. . .	Ar	2055			
1905	2015			Ar	PARIS.	Lv			0045	0230
2030	2145			Lv	PARIS.	Ar			2315	0105
2150	2305			Ar	GENEVA	Lv			2155	2345
2250	0005			Lv	GENEVA	Ar			2055	2245
			2230	Ar	ZURICH	Lv	1950			2150
			2330	Lv	ZURICH	Ar	1850			2050
				Ar	MADRID	Lv				
				Lv	MADRID	Ar				
			0030	Ar	MILAN.	Lv	1745		1945	1945
			0130	Lv	MILAN.	Ar	1610		1810	1810
0045	0200		0305	Ar	ROME	Lv	1430		1630	1630

Cargo is also carried on passenger flights. Please refer to the OFFICIAL AIRLINE GUIDE for schedules.

WHEELER AIRLINES

101 P ②⑤	C-46 DC-3 Read Down	Read Up	102 P ②⑤
0915	Lv VAL D'OR	Ar	1630
1225	Ar GREAT WHALE	Lv	1320

TRANSA-CHILE

④	⑦	③⑥	⑤	④	C-46 Read Down	Read Up	④	①	②⑤	①	④
1500		1000			Lv ARICA	Ar	1225		1425		
1710		1210			Ar ANTOFAGASTA	Lv	1015		1215		
1755		1255			Lv ANTOFAGASTA	Ar	0930		1130		
2125		1325			Ar SANTIAGO	Lv	0600		0800		
	0800		0800	0900	Lv SANTIAGO	Ar		1750		1730	1700
	1100			1200	Ar BARILOCHE	Lv		1450			1400
	1145				Lv BARILOCHE	Ar		1405			
	1750				Ar PUNTA ARENAS	Lv		0900			
			1130		Ar J. FERNANDEZ	Lv				1400	

UNITED AIR LINES (UA)

59* #Ex ①⑦⑨	69≠ ⑦Ex ⑧	63≠ #Ex ⑥⑦⑧	75 #Ex ⑥⑦⑧	67≠ #Ex ⑥⑦⑧	71 #Ex ⑥⑦⑧	73 #Ex ⑥⑦⑧	65≠ #Ex ⑥⑦⑧	61≠ #Ex ⑥⑦⑧	53* #Ex ⑦	≠ DC-6A DC7A * DC-6T + DC-6B	66+ #Ex ①⑦⑨	70 #Ex ⑤⑥⑦	70 ⑦Ex ⑧	72 #Ex ⑥⑦⑧	74 #Ex ⑥⑦⑧	60 ⑤ Ex ⑧	62≠ #Ex ⑥⑦⑧	64≠ #Ex ⑥⑦⑧	68≠ #Ex ⑥⑦⑧	56* #Ex ⑥⑦⑧
			2220	2120				1210		Lv BOSTON	1210				1800				0852	
	0748		2300	2203						Ar HARTFORD/ Lv									0810	
	0930		0001	2300						Lv SPRINGFIELD Ar									0708	
	0700		0046							Ar NEW YORK (IDL) Lv									0620	
			0200		2330					Lv NEW YORK (IDL) Ar				1112		1525			0500	
										Ar NEW YORK (LGA) Lv		1045								
										Lv NEW YORK (LGA) Ar		0942								
0130		2215				2300				Lv NEWARK	1105	1119	1720		1540			1654		0325
		2259								Ar PHILADELPHIA Lv			1645					1615	0415	
		0010					2110			Lv PHILADELPHIA Ar			1553				1445	1530	0310	
0330				0117			2302	1450		Ar CLEVELAND Lv	0720		1425		1405				0135	
0515				0245			0005	1520		Lv CLEVELAND Ar	0605		1337		1312				0025	
		0130								Ar DETROIT Lv								1230		
		0255								Lv DETROIT Ar								1143		
0550	1205	0406	0405	0320	0135	0100	0040	1555		Ar CHICAGO (MDW) Lv	0340	0600	1115	0730	1050	1130	1110	1035	2200	2330
	1530	0605	0545	0505	0245	0215				Lv CHICAGO (MDW) Ar		0435	0940	0620	0855	1005	0940	0840		
	1720	0755		0655						Ar DENVER Lv						0445	0420	0320		
	1830	0910		0755						Lv DENVER Ar						0358	0320	0220		
		1110								Ar SALT LAKE CITY Lv							0135			
		1200								Lv SALT LAKE CITY Ar							0050			
	2215		1005			0635				Ar LOS ANGELES Lv				2230	0105	0030				
	2330		1140							Lv LOS ANGELES Ar					2340	2300				
	0107	1438	1310		0735				0600	Ar SAN FRANCISCO Lv		2025	0130		2100	2115	2220			
									0619	Lv SAN FRANCISCO Ar										
				1215						Ar OAKLAND Lv										
				1335						Ar PORTLAND Lv								2225		
				1422						Lv PORTLAND Ar								2132		
										Ar SEATTLE/TACOMA Lv								2040		

⑧-Holidays
⑨-Days after holidays

1/ Flt 68 terminates IDL on Saturday mornings.

VARIG (RG)

966 ⑤	667 EX ①	C-46 Read Down	Read Up	666	967 ⑥
0612	0300	Lv RIO DE JANEIRO	Ar	0330	1540
	0430	Ar SAO PAULO	Lv	0200	
	0500	Lv SAO PAULO	Ar	0130	
	0800	Ar PORTO ALEGRE, Salgado Filho	Lv	2230	
		-- VITORIA			F
		-- BELMONTE			F
1115		Ar SALVADOR, Ipatanga	Lv		1040
1145		Lv SALVADOR, Ipatanga	Ar		1010
F		-- ARACAJU, Municipal	--		F
F		-- PROPRIA	--		F
F		-- PENEDO	--		F
F		-- MACEIO, Tab. do Pinto	--		F
1520		Ar RECIFE, Iba. Guar	Lv		0635
1540		Lv RECIFE, Iba. Guar	Ar		0615
F		-- JOAO PESSOA, Santa Rita	--		F
1655		Ar NATAL, Parnamirim	Lv		0500

Varig maintains twenty-one weekly unscheduled round trip cargo flights from POA to SAO/RIO with stopovers in Caxias do Sul, Cruz Alta, Ijui, Santo Angelo, Xapeco, Carazinho, Passo Fundo, Erechim, Florianopolis, Uniao Vitoria, Curitiba and all Varig stations along the Brazilian coast.

U.A.T. AEROMARITIME (UT-AMA)

DC-4* ⑥	UT-755 DC-6 ④	AMA-97 Nord ①	AMA-93 Nord ③	AMA-99 Nord ①	DC-4 NORD 2.502 DC-6 Read Down	Read Up	AMA-98 Nord ②	UT-756 DC-6 ⑥	AMA-90 Nord ⑤	DC-4 ⑦
					Lv PARIS LE BOURGET	Ar		1000		① 0040
1610	1620				Ar NICE	Lv		0755		
	1825				Lv NICE	Ar		0655		1850
	1910				Ar TRIPOLI	Lv				1750
0005					Lv TRIPOLI	Ar		2225		
0105	⑤				Ar FORT-LAMY	Lv		2110	1800	0930
0730	0320				Lv FORT-LAMY	Ar			1635	
	0430		0600	0600	-- MOUNDOU	Lv			1555	
					-- MOUNDOU	Ar				
			0800	0800	Ar N'GAOUNDERE	--				
		0615	0850	0850	Lv N'GAOUNDERE	--			1355	
					-- BANGUI	Lv				
					-- BANGUI	Ar	1730	1830		
	0710	0805			Ar DOUALA	Lv				
		0855			Lv DOUALA	--				
		1020		1150	Ar LIBREVILLE	--				
		1100		1315	Lv LIBREVILLE	--				
		1140	1220		Ar PORT-GENTIL	--				
					-- BRAZZAVILLE	Lv	1355			
				1530	Ar POINTE-NOIRE	--				

*Every other week.

EXPLANATION OF CODES AND SYMBOLS

X-Daily
①-Monday
②-Tuesday
③-Wednesday
④-Thursday
⑤-Friday
⑥-Saturday
⑦-Sunday
Ex-Except

P -Combination Passenger/Cargo Flights with Max. Cargo capacity.
Ar-Arrival
Lv-Departure
f -Optional Landing (flag stop)
X -Technical Landing
‡ -Service Temporarily Suspended

CARRIER	MAXIMUM FLOOR BEARING WEIGHT PER PIECE (Pounds Per Square Foot) By Carriers and Types of Aircraft.																						ALL-CARGO							
	Boeing Stratocruiser	Boeing 707-720	Britannia	CARAVELLE	Consolidated Convair	Convair 880	Douglas DC-3	Douglas DC-4	Douglas DC-6	DC-6A (combination)	Douglas DC-6B	Douglas DC-7	Douglas DC-7C	Douglas DC-8	Fairchild F-27	Lockheed Constellation	Lockheed Electra	Lockheed Super Constellation	Martin	Sikorsky S-55	Vertol 44	Vickers Viscount	Curtiss C-46	Curtiss C-46A-5	Douglas C-54	Douglas DC-6A	Lockheed Speedlock	Lockheed Super Const. 1049-1649A	Douglas DC-7F	Lockheed Const. 749H
AA	--	150	--	--	150	--	--	--	150	--	75	200	--	--	--	--	75	--	--	--	--	--	--	--	--	200	--	--	200	--
AL	--	--	--	--	100	--	80	--	--	--	--	--	--	--	--	--	--	--	100	--	--	--	--	--	--	--	--	--	--	--
ASA	--	--	--	--	--	--	--	200	--	--	200	--	--	--	--	--	--	--	--	--	--	--	185	--	200	--	--	--	--	--
ALITALIA	--	--	--	61	150	--	40	--	75	--	75	--	75	120	--	--	--	--	--	--	--	150	--	--	--	--	--	--	200	--
AF	--	150	--	--	--	--	--	--	--	--	--	--	--	--	--	75	--	75	--	--	--	--	--	--	--	--	--	--	--	--
BL	--	--	--	--	--	--	100	--	--	--	--	--	--	--	100	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
BN	--	150	--	--	100	--	100	--	100	--	--	--	75	--	--	100	45	--	--	--	--	150	185	--	--	200	--	--	--	--
BOAC	--	150	75	--	--	--	--	--	--	--	--	--	75	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	100
CO	--	150	--	--	--	--	100	--	100	--	100	75	--	--	--	--	--	--	--	--	--	150	--	--	--	--	--	--	--	--
CN	--	--	--	--	--	--	85	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
CPA	--	--	75	--	65	--	200	--	--	200	75	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
CU	--	--	--	--	--	--	95	--	--	--	--	--	--	--	--	70	--	70	--	--	--	150	185	--	--	--	--	--	--	--
DL	--	--	--	--	150	100	85	--	150	--	--	75	--	120	--	70	--	--	100	--	--	--	--	185	--	--	--	--	--	--
EA	--	--	--	--	65	--	--	--	--	--	--	75	--	--	--	--	45	70	100	--	--	--	--	--	--	--	--	200	--	--
ELAL	--	--	150	--	--	--	--	--	--	--	--	--	--	--	--	75	--	--	--	--	--	--	--	--	--	--	--	--	--	--
EM	--	150	--	--	--	--	--	100	--	--	--	--	--	--	--	--	45	70	--	--	--	--	--	--	--	--	--	300	--	--
FL	--	--	--	--	--	--	70	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
FTL	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	550	--	200	200	--	300	--	--
JAL	--	--	--	--	--	--	--	--	--	--	200	--	75	120	--	--	--	--	--	--	--	--	--	--	--	200	100	--	200	--
KLM	--	--	--	--	154	--	50	205	77	--	77	77	--	122	--	72	45	154	--	--	--	150	--	--	205	205	102	300	--	--
LX	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	100	--	--	--	--	--	--	--	--	--	--
LC	--	--	--	--	100	--	100	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
MO	--	--	--	--	100	--	100	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
NA	--	--	--	--	150	--	--	--	150	--	100	200	--	120	--	--	45	70	--	--	--	--	--	--	--	--	--	300	--	--
NE	--	--	--	--	--	100	80	--	--	--	75	--	--	--	--	--	--	--	--	--	--	150	--	--	--	--	--	--	--	--
NO	--	--	--	--	150	--	80	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
NW	--	150	--	--	--	--	--	--	--	200	75	--	75	120	--	--	45	--	--	--	--	--	--	--	--	200	--	--	--	--
NY	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	200	--	--	--	--	--	--	--	--	--
OZ	--	--	--	--	--	--	100	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
PC	--	--	--	--	--	--	100	--	--	--	--	--	--	--	100	--	--	--	100	--	--	--	--	--	--	--	--	--	--	--
PAA/PG	--	150	--	--	--	--	--	--	--	--	75	75	75	120	--	--	--	--	--	--	--	--	--	--	185	200	--	--	--	--
PI	--	--	--	--	--	--	80	--	--	--	--	--	--	--	100	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
QEA	--	150	--	--	--	--	--	100	--	--	--	--	--	--	--	--	45	70	--	--	--	--	--	--	--	--	--	300	--	--
RID	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	185	--	185	--	--	--	--	--
SAB	--	150	--	--	--	--	100	100	100	--	150	--	75	--	--	--	--	--	--	--	--	--	--	--	100	205	--	--	--	--
SAS	--	--	--	--	--	--	--	--	100	--	150	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
SBW	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	550	--	200	--	--	300	--	--
SO	--	--	--	--	--	--	100	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
SR	--	--	--	--	--	--	--	--	--	--	--	--	75	--	--	--	--	--	--	--	--	--	--	--	--	200	--	--	--	--
TACA	--	--	--	--	--	--	--	200	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
TCA	--	--	--	--	--	--	100	--	--	--	--	--	--	120	--	--	--	70	--	--	--	150	--	--	--	--	--	--	--	--
TRC	--	--	--	--	--	--	--	100	--	--	75	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
TT	--	--	--	--	--	--	100	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
TW	--	150	--	--	--	100	--	--	--	--	--	--	--	--	--	70	--	70	--	--	--	--	--	--	200	--	--	300	--	--
UA	--	150	--	123	150	--	100	--	150	--	150	150	--	120	--	--	--	--	--	--	--	150	--	--	--	200	--	--	200	--
WA	--	150	--	--	75	--	--	--	--	--	75	--	--	--	--	--	45	--	--	--	--	--	--	--	--	--	--	--	--	--
WC	--	--	--	--	--	--	120	--	--	--	--	--	--	--	125	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

CARRIER	Maximum WEIGHT in Pounds (per piece) which will be accepted WITHOUT ADVANCE ARRANGEMENT, by Carriers and by types of Aircraft																						ALL-CARGO							
	Boeing Stratocruiser	Boeing 707-720	Britannia	CARAVELLE	Consolidated Convair	Convair 880	Douglas DC-3	Douglas DC-4	Douglas DC-6	DC-6A (combination)	Douglas DC-6B	Douglas DC-7	Douglas DC-7C	Douglas DC-8	Fairchild F-27	Lockheed Constellation	Lockheed Electra	Lockheed Super Constellation	Martin	Sikorsky S-55	Vertol 44	Vickers Viscount	Curtiss C-46	Curtiss C-46R-5	Douglas C-54	Douglas DC-6A	Lockheed Speedpak	Lockheed Super Const. 1049-1649A	Douglas DC-7F	Lockheed Const. 749H
AA.....	See U.S. and Canadian City Directory																													
AL.....	--	--	--	--	200	--	200	--	--	--	--	--	--	--	--	--	--	--	200	--	--	--	--	--	--	--	--	--	--	--
ASA.....	--	--	--	--	--	--	--	600	2000	2000	--	--	--	--	--	--	--	--	--	--	--	--	2000	--	--	--	--	--	--	--
ALITALIA	--	--	--	--	--	--	--	--	600	--	600	--	600	200	--	--	--	--	--	--	--	--	--	--	--	--	--	--	5000	--
AF.....	--	600	--	--	--	--	--	--	--	--	--	--	--	--	--	1100	--	1100	--	--	--	--	--	--	--	--	--	--	--	--
BL.....	--	--	--	--	--	--	200	--	--	--	--	--	--	--	200	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
BN.....	--	500	--	--	500	--	200	--	200	--	--	--	200	--	--	200	200	--	--	--	--	200	2000	--	--	6000	--	--	--	--
BOAC....	--	600	600	--	--	--	--	--	--	--	--	--	600	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	2000
CO.....	--	500	--	--	--	--	200	--	200	--	200	200	--	--	--	--	--	--	--	--	--	200	--	--	--	--	--	--	--	--
CN.....	--	--	--	--	--	--	200	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
CPA.....	See U.S. and Canadian City Directory																													
CU.....	--	--	600	--	--	--	200	--	--	--	--	--	--	--	--	600	--	--	--	--	--	200	5000	--	--	--	--	--	--	--
DL.....	See U.S. and Canadian City Directory																													
EA.....	--	--	--	--	200	--	--	--	--	--	--	200	--	200	--	200	200	200	200	--	--	--	--	--	--	--	--	6000	--	--
ELAL....	--	--	1000	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
EM.....	--	--	--	--	--	--	--	250	--	--	--	--	--	--	--	--	200	250	--	--	--	--	--	--	--	--	--	500	--	--
FL.....	See U.S. and Canadian City Directory																													
FTL.....	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	6000	--	--	--	--	10000	--	--
HAL.....	--	--	--	--	--	--	200	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
JAL.....	--	--	--	--	--	--	--	--	--	--	600	--	600	600	--	--	--	--	--	--	--	--	--	--	--	600	500	--	13000	--
KLM.....	See U.S. and Canadian City Directory																													
LX.....	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	200	--	--	--	--	--	--	--	--	--	--
LC.....	--	--	--	--	150	--	150	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
MO.....	--	--	--	--	200	--	200	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
NA.....	--	--	--	--	400	--	--	--	400	--	200	200	--	200	--	--	200	200	--	--	--	--	--	--	--	--	--	6000	--	--
NE.....	--	--	--	--	--	200	200	--	--	--	200	--	--	--	--	--	--	--	--	--	--	200	--	--	--	--	--	--	--	--
NO.....	--	--	--	--	200	--	200	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
NW.....	--	300	--	--	--	--	--	--	--	200	200	--	200	300	--	--	200	--	--	--	--	--	--	--	--	2000	--	--	--	--
NY.....	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	200	--	--	--	--	--	--	--	--	--
OZ.....	See U.S. and Canadian City Directory																													
PC.....	--	--	--	--	--	--	200	--	--	--	--	--	--	--	200	--	--	--	200	--	--	--	--	--	--	--	--	--	--	--
PAA/PG..	--	1100	--	--	--	--	--	550	--	--	550	550	550	1100	--	--	--	--	--	--	--	--	--	--	5500	5500	--	--	5500	--
PI.....	--	--	--	--	--	--	100	--	--	--	--	--	--	--	100	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
QEA.....	--	600	--	--	--	--	--	250	--	--	--	--	--	--	--	--	200	250	--	--	--	--	--	--	--	--	--	--	--	500
RID.....	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	6000	--	10000	--	--	--	--	--
SAB.....	--	600	--	--	--	--	--	--	440	--	440	--	200	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
SAS.....	--	--	--	--	--	--	--	--	600	--	600	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
SBW.....	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	5000	--	6000	--	--	6000	--	--
SO.....	See U.S. and Canadian City Directory																													
SR.....	--	--	--	--	--	--	--	--	--	--	--	--	600	--	--	--	--	--	--	--	--	--	--	--	6000	6000	--	--	--	--
TACA....	--	--	--	--	--	--	--	450	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
TCA.....	--	--	--	--	--	--	200	--	--	--	--	--	--	200	--	--	--	200	--	--	--	200	--	--	--	--	--	--	--	--
TRC.....	--	--	--	--	--	--	--	--	--	--	600	--	--	--	--	--	--	--	--	--	--	--	--	--	4000	--	--	--	--	--
TT.....	--	--	--	--	--	--	200	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
TW.....	--	400	--	--	--	400	--	--	--	--	--	--	--	--	--	250	--	250	--	--	--	--	--	--	--	--	--	4000	--	--
UA.....	--	400	--	200	400	--	200	--	400	--	200	200	--	200	--	--	--	--	--	--	--	200	--	--	--	6000	--	--	6000	--
WA.....	--	200	--	--	200	--	--	--	--	--	200	--	--	--	--	--	200	--	--	--	--	--	--	--	--	--	--	--	--	--
WC.....	--	--	--	--	--	--	150	--	--	--	--	--	--	--	150	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

SCHEDULED AIRLINES DECODING

Official Airwaybill Abbreviation	Reservations Code	Air Waybill Number Prefix	Decoding
AA	AA	001	American Airlines, Inc.
AAJ	JE	135	Arab Airways (Jerusalem) Ltd.
ACA	AK	151	Alaska Coastal Airlines
ABR	AB	042	Empresa de Transportes Aerovias Brasil, S.A.
AD	AD	103	Aden Airways Limited
AERONAVES	AM	139	Aeronaves de Mexico, S.A.
AET	IN	052	Aerlinte Eireann Tta-Irish International Airlines
AF	AF	057	Air France
AFL	SU		Aeroflot
AII	AI	098	Air-India International
AIRCEY	AE	104	Air Ceylon Limited
AJ	AJ	148	Air Jordan
AKK	KK	224	Air Kruisa (Kent), Ltd.
AL	AL	037	Allegheny Airlines, Inc.
ALG	AH	124	Air Algerie
ALT	EI	053	Aer Lingus Teoranta - Irish International Air Lines
ANA	AN	090	Ansett-Australian National
ANSETT	AP	152	Ansett Airways Pty., Ltd.
APA	HP	123	Aerovias Panama
AQU	AQ	112	Aquila Airways Limited
ARG	AR	044	Aerolineas Argentinas
ARIANA	FG	255	Ariana Afghan Airlines, Ltd.
ASA	AS	027	Alaska Airlines, Inc.
ASAI			Aerovias Sud Americana
ATM	AT	147	Compagnie Nationale de Transports Ariens
ATSA	TZ	141	Aero Transportes, S.A.
AVENSA	VE	126	Aerovias Venezolanas, S.A.
AVIACO	AO	110	Aviacion y Comercio, S.A.
AVN	AC	134	Aerovias Nacionales de Colombia, S.A.
AW	AW	121	Airwork Limited
AZ	AZ	055	ALITALIA–Linee Aeree Italiane
BAHAMAS	BH	116	Bahamas Airways, Ltd.
BAT			Butler Air Transport Pty., Ltd.
BEA	BE	060	British European Airways Corp.
BGAL			British Guiana Airways, Ltd.
BKS	BK	137	BKS Air Transport, Ltd.
BL	BL	039	Bonanza Air Lines, Inc.
BN	BN	002	Braniff International Airways, Inc.
BOAC	BA	061	British Overseas Airways Corp.
BRITAVIA	BT	225	Britavia, Limited
BWIA	BA	106	British West Indian Airways, Ltd.
CA	CA	013	Capital Airlines, Inc.
CAA	CE	063	Central African Airways Corp.
CAS	CS	138	Cambrian Airways, Ltd.
CAT	CT	129	Civil Air Transport
CATHAY	CX	160	Cathay Pacific Airways, Ltd.
CAUSA			Compania Aeronautica Uruguaya, S.A.
CBA	CB	158	Caribbean Atlantic Airlines, Inc.
CDA	DO	113	Compania Dominicana de Aviacion, S.A.
CH	CH		Chicago Helicopter Airways, Inc.
CIA			Caribbean International Airways, Ltd.
CINTA	CI	231	Cinta Chilean Airlines
CMA	MX	132	Compania Mexicana de Aviacion, S. A.
CN	CN	319	Central Airlines, Inc.
CO	CO	005	Continental Air Lines, Inc.
COA	CD	320	Cordova Airlines, Inc.
COMAIR	CR	161	Commercial Air Service Pty., Ltd.
CONN	NN	166	Connellan Airways, Ltd.
COPA	CM	230	Compania Panamena de Aviacon, S. A.
CPA	CP	018	Canadian Pacific Airlines, Ltd.
CRUZEIRO	SC	049	Servicos Aereos Cruzeiro do Sul
CSA	OK	064	Ceskoslovenske Aerolinie
CUBANA	CU	136	Compania Cubana de Aviacion, S.A.
CYP	CY	048	Cyprus Airways, Ltd.
DA	DA	226	Dragon Airways, Ltd.
DERBY	DR		Derby Aviation, Ltd.
DETA	TM	068	Divisao de Exploracao dos Transportes Aereos "DETA"
DL	DL	006	Delta Air Lines, Inc.
DTA	DT	118	Divisao de Exploracao dos Transportes Aereos
EA	EA	007	Eastern Air Lines, Inc.
EC	EC	094	East African Airways Corp.
EG	EAGLE	232	Eagle Airways of Britain
EL AL	LY	114	El Al Israel Airlines, Ltd.
ES	ES	169	Ellis Air Lines
ETHIOPIAN	ET	071	Ethiopian Air Lines
EWA	EW		East-West Airlines, Ltd.
FAUCETT	CF	163	Compania de Aviacion "FAUCETT," S.A.
FINNAIR	AY	105	Aero O/Y (Finnair)
FL	FL	025	Frontier Airlines, Inc.
FLUG	FI	108	Flugfelag Islands, H.F. (Iceland Airways, Ltd.)
FT	FT	023	Flying Tiger Lines, Inc.
GAL			Guinea Airways, Ltd.
GAM	AG	040	Guest Aerovias Mexico, S.A.
	GF		Gulf Aviation Company, Ltd.
GIA	GA	126	Garuda Indonesian Airways, Ltd.
GIBAIR	GT	171	Gibraltar Airways, Ltd.
GU	GU		Empresa Guatemalteca de Aviacion
HAL	HA	173	Hawaiian Airlines, Ltd.
HCA	HC	122	Hunting-Clan Air Transport, Ltd.
HKA	HK	054	Hong Kong Airways, Ltd.
IA	IA	073	Iraqi Airways
IAC	IC	058, 093	Indian Airlines Corporation
IB	IB	075	Iberia, Cia. Mercantil Anonima de Lineas Aereas
IAL	LL	278	Icelandic Airlines
INI			INI & CIA, S.A.
IRA	IP	096	Iranian Airways
JAL	JL	131	Japan Air Lines Company, Ltd.
JAT	YU	115	Jugoslovanski Aerotransport (JAT)
JSY	JY	130	Jersey Airlines
KA		229	Kuwait Airways
KLM	KL	074	K.L.M. Royal Dutch Airlines
KNA	KN	222	Korean National Airlines
LAB	LB	051	Lloyd Aereo Boliviano
LACSA	LR	026-80, 133	Lineas Aereas Costarricenses, S.A.
LADE	LD	177	Lineas Aereas del Estado
LAN	LA	045	Linea Aerea Nacional
LA NICA	NI	176	Lineas Aereas de Nicaragua, S. A.
LAP			Laide Aereo Nacional, S. A.
LAV	LV	046	Linea Aeropostal Venezoiana
LC	LC	020	Lake Central Airlines
LH	LH	220	Deutsche Lufthansa Aktiengesellschaft
LIN	LF	247	Linjeflyg AB
LLC	CC	223	Lloyd Aereo Colombiano
LN	LN	067	Air Liban
LOT	LO	080	Polish State Airlines LOT
LX	LX	325	Los Angeles Airways, Inc.
MAL	ML	127	Malayan Airways, Ltd.
MALEV	MA	182	Hungarian Air Transport–MALEV
MAR	MR	022	Maritime Central Airways
MEA	ME	076	Middle East Airlines Co.
MK	MK	213	Mackey Airlines, Inc.
MMA	MM	181	MacRobertson-Miller Airlines, Ltd.
MN	MN	210	Manx Airlines Limited
MO	MO	034	Mohawk Airlines, Inc.
MOS	MT	216	Morton Air Services Limited
MS	MS	077	Misrair, SAE
NACIONAL		208	Transportes Aereos Nacional, Ltda.
NA	NA	010	National Airlines, Inc.
NC	NC	184	Northern Consolidated Airlines, Inc.
NE	NE	011	Northeast Airlines, Inc.
NO	NO	032	North Central Airlines, Inc.
NW	NW	012	Northwest Airlines, Inc.
NY	NY	332	New York Airways, Inc.
NZ	NZ	078	New Zealand National Airways Corp.
OA	OA	050	Olympic Airways, S.A.
OAS	OL	215	Olley Air Service, Ltd.
OZ	OZ	041	Ozark Air Lines, Inc.
PAA	PA	026	Pan American World Airways System
PAB	PB	111	Panair do Brasil, S.A.
PAL	PR	079	Philippine Air Lines
PANAGRA	PG	109	Pan American-Grace Airways, Inc.
PI	PI	030	Piedmont Aviation, Inc.
PIA	PK	214	Pakistan International Airlines
PLUNA	PU		Primeras Lineas Uruguayas de Navigacion Aerea
PC	PC		Pacific Air Lines
PN	PN	031	Pacific Northern Airlines, Inc.
PT	PT		Provincetown-Boston Airline, Inc.
QAPL	QE	188	Queensland Airlines Pty., Ltd.
QBA	QB		Quebecair, Inc.
QCA	QC		Queen Charlotte Airlines, Ltd.
QEA	EM	081	Qantas Empire Airways
QUSA	QA	143	Aerovias "Q," S.A.
RAC	RC	223	Royal Air Cambodge
RAL	RA	321	Resort Airlines, Inc.
RANSA	RN	218	Rutas Aereas Nacionales, S.A.
REAL			Real S/A-Transportes Aereos
REEF	BR	153	Ansett Flying Boat Services Pty., Ltd.
REEVE			Reeve Aleutian Airways, Inc.
RD	RD	323	Riddle Airlines, Inc.
SA	SA	083	South African Airways
SAB	SN	082	Societe Anonyme Belge d'Exploitation de la Navigation Aerienne
SAFE	3U		Braathens South-American & Far East Airtransport
SAHSA	SH	274	Servicio Aereo de Honduras, S.A.
SAM			Sociedad Aeronautica Medellin, S.A.
SAS	SK	117	Scandinavian Airlines System
SATA	SP		Sociedade Acoriana de Transportes Aereos, Ltda.
SBW	SB	219	Seaboard & Western Airlines, Inc.
SCAL	VF	221	Silver City Airways, Ltd.
SDI			Saudi Arabian Airlines
	SL		Scottish Airlines
SI	SI	042	Slick Airways, Inc.
SO	SO	038	Southern Airways, Inc.
SR	SR	085	Swiss Air Transport Co., Ltd.
STAEO	ST	198	Societe de Transports Aeriens en Extreme-Orient
SUDAN	SD	200	Sudan Airways
SYRIAN		201	Syrian Airways Company
TAA	TN	102	Trans-Australia Airlines
TABSO	LZ	196	Transport Aerien Civil Bulgare-TABSO
TACA	TA	202	TACA International Airlines, S.A.
TACAV	TV	175	Linea Aerea TACA de Venezuela
TAI	TI	119	Compagnie de Transports Aeriens Intercontinentaux
TAIP	IP	047	Transportes Aereos Da India Portuguese
TALOA	TL		Transocean Airlines
TAN	TX	208	Transportes Aereos Nacionales, S.A.
TAP	TP	047	Transportes Aereos Portuguesas, S.A.R.L.
TCA	TC	014	Trans-Canada Air Lines
TEAL	TE	086	Tasman Empire Airways Limited
THAI	TH	203	Thai Airways Co., Ltd.
THY	TK	235	Turk Hava Yollari
TPA	TS		Trans-Pacific Airlines, Ltd.
TSA	TO	267	Transcontinental, S. A.
TRC	TR	254	Trans Caribbean Airways
TT	TT	033	Trans-Texas Airways
TU	TU	199	Societe Tunisienna de l'Air (Tunis Air)
TW	TW	015	Trans World Airlines, Inc.
UA	UA	016	United Air Lines, Inc.
UAT	UT	125	Union Aeromaritime de Transport
UBA	UB	209	Union of Burma Airways
VARIG	RG	042	Empresa de Viacao Aerea Rio Grandense
VASP	VP		Viacao Aerea Sao Paulo, S.A.
VNA	VN	120	Air Vietnam
WAAC	WT	087	West African Airways Corporation
WA	WA	017	Western Air Lines, Inc.
WC	WC	025	West Coast Airlines, Inc.
WEN	WE	212	Wien Alaska Airlines
	YR		Soc. de Transportuir Aeriene Romano-Societica

TWA

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65%

on transatlantic shipments

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On September 1, the latest TWA transatlantic rate reduction brings a new concept to distribution of your products overseas! Volume shippers will enjoy the speed and convenience of air service to European markets at bargain prices. Reductions range from 14% to 65% below present rates! Now it really pays to ship <u>all</u> your products TWA Air Freight. TWA is the only carrier bridging 70 thriving U. S. cities and 23 world trading centers overseas. It delivers your goods where the business is... fast. Put TWA's new international rates to work for you and save!

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minimum weight in pounds	Airport to airport General Commodity rates between New York† and Frankfurt	Paris	London
under 100	$1.17	$1.08	$1.00
100-219	.80	.74	.69
220-549	.53	.52	.50
550-1099	.43	.42	.41
1100-2199	.38	.37	.36
2200-16499	.34	.34	.33
over 16500*	.33	.32	.31

†Effective Sept. 1, subject to Government approvals
*Eastbound only

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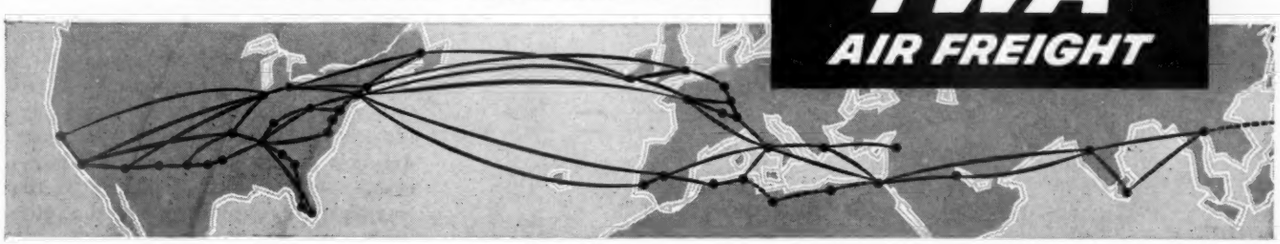
TWA AIR FREIGHT



To Help Fill The CL-44s . . .

The Flying Tigers Move Toward A New Tariff

Emphasizing the effect of shipment density, the new tariff will be based on class ratings supplemented with specific commodity rates

TABLE OF CLASS RATE SCALE NUMBERS

BETWEEN / AND	Akron, Ohio	Albany, N. Y.	Binghamton, N. Y.	Boston, Mass.	Buffalo, N. Y. (R30)	Chicago, Ill.	Cleveland, Ohio	Denver, Colo. (D)	Des Moines, Iowa (D)	Detroit, Mich.	Grand Rapids, Mich.
Albany, N. Y.	414										
Binghamton, N. Y.	298	117									
Boston, Mass.	547	139	250								
Buffalo, N. Y. (R30)	184	261	160	400							
Chicago, Ill.	322	713	603	851	454						
Cleveland, Ohio	30	416	301	551	173	308					
(D) Denver, Colo.	1238	1631	1523	1769	1370	920	1227				
(D) Des Moines, Iowa	630	1021	912	1159	760	309	617	610			
Detroit, Mich.	117	475	366	613	216	238	90	1156	546		
Grand Rapids, Mich.	250	606	501	745	345	126	228	1026	418	141	
Hartford, Conn./ Springfield, Mass.	461	82	168	93	326	771	467	1690	1080	534	669
Los Angeles, Cal.	2057	2458	2348	2596	2198	1745	2049	831	1438	1983	1855
Milwaukee, Wis. (R30)	355	718	615	857	458	81	335	914	309	252	113
Minneapolis, Minn.	652	986	892	1123	731	355	630	700	235	543	403
New York, N. Y./ Newark, N. J.	304	132	136	188	292	713	405	1631	1022	482	621

A SAMPLE from the proposed tariff shows rating scales between points on the Tiger system. The rate scale numbers are great circle mileages between the points, as determined by Coast and Geodetic Survey Special Publication No. 238.

THE LONG-AWAITED air freight tariff of the Flying Tiger Line has appeared. The Tigers unveiled their proposal at an industry meeting authorized by the Civil Aeronautics Board. Purpose of the meeting was to acquaint various segments of the industry with the format and philosophy. Actual rate levels were not discussed.

The Tiger proposal replaces general commodity rates with Class rates based on density. There will be seven classes. They will range from an average density of two pounds per cubic foot to 20 pounds per cubic.

In addition to the Class rates, the Tigers will retain a large group of specific commodity rates.

The Tigers' proposal is ready to file. The airline wants the tariff effective for the introduction of CL-44 aircraft in common carrier scheduled air freight service.

November 1 is the target date for the start of CL-44 service. Ideally, the Tigers will have their new tariff filed September 1, for an effective date of October 1. This would give all concerned a month to shakedown the new tariff before the new aircraft start plying U.S. routes.

The new class rates plus the specific commodity rates are expected to return an average yield of 13½¢ per ton mile when the routes are flown with CL-44s at 70% of capacity.

Since many of the rates are below levels set by the Minimum Rate Orders (20¢ per ton mile for the first 1000 ton miles and then descending to 16¼¢ per ton mile as the ton miles per shipment increase), the Tigers must hold their new tariff until the Board rescinds or amends the minimum rate order.

The Tiger proposal embraces three new tariffs plus a continuation of Tiger participation in the tariffs of B. H. Smith for joint rates.

There will be a new rules tariff. It will be essentially the same as the rules tariff issued by Smith.

The real departure from the usual airline tariff comes with the Coordinated Motor Freight Classification No. 10 of The New England Motor Rate Bureau, Inc., issued by T. J. Mooney, Chief of Tariff Bureau, 125 Lincoln Street, Boston 11, Mass. Mooney will file the Classification with the CAB and name The Flying Tigers as a participant.

The Classification lists all items carried by the New England Truckers. In the unlikely event an article which is not specifically classified is offered to a carrier, there is a rule which says the item will be classed the same as the most analagous article listed. However, a report must be made to the classification committee so that the

establishment of specific provisions may be considered.

The Classification tries to be exceedingly precise. For example, under **Lumber, Veneer, or Forest Products** there is listed:

Item	Rating	Articles
22745	5	Blocks, bobbin (Bobbin Blanks), wooden, in packages.
22750	5	Blocks, boot or shoe last, wooden, unfinished, in packages.
22755	5	Blocks, bowling pin, wooden, unfinished, in packages.
22760	5	Blocks, brush or eraser, wooden, in packages.
22765	5	Blocks, die, wooden.
22770	5	Blocks, mangle roller, wooden, unfinished.
22775	5	Blocks, paving, wooden.
22780	5	Blocks, shuttle, wooden, in the rough, in packages.
22705	5	Blocks, spool (Spool Blank), wooden, rough turned, in packages.
22790	5	Blocks or Braces, shipping automobile, automobile engine or cable reel, wooden.

The Tigers selected the New England Classification because it, more than any other Classification tariff, is set up on the basis of density. Even so, the Tigers found approximately 600 (6%) of the 10,000 items listed not acceptable. These exceptions are listed in the Tigers' third new tariff, their Official Air Freight Rate Tariff No. 1. The exceptions consist primarily of those items where value was used in the classification in conjunction with density.

With FTL's limited liability, value need not be a consideration, the Tigers reasoned. However, whenever density and value were coupled with consideration such as perishability, stackability, etc., the classification ratings as published were accepted.

In the Coordinated Motor Freight Classification No. 10, there are five Class Ratings. The Tigers accepted all five, and added two more in the Class 1 realm.

The class ratings and density range for FTL are as follows:

Class Rating	Density Range (in pounds per cubic foot)
2 † 1*	0 to 3
1½ † 1*	3 to 4
1	4 to 5
2	5 to 10
3	10 to 15
4	15 to 20
5	20 and over

*2 † 1 rates are two times Class 1 rates. 1½ † 1 rates are one and one-half times Class 1 rates.

With densities and Class Ratings established, the next step was the rates tariff. Actually, the two are interdependent and must be developed simultaneously.

The Tigers want their new rates to produce a minimum average revenue return of 13½¢ a ton mile. This return permits the company to recover the $3.07 per aircraft mile total operating cost when the plane operates at a 70% load factor.

The rates per 100 pounds for the seven Classes are based on the total trip costs for hauling Classes 1, 2, or 5. Assumed was a 70% load factor for a maximum payload of 64,000 pounds or 5,066 cubic feet. Class 3 and 4 rates per 100 pounds were set at levels equidistant from Classes 2 and 5 to establish an orderly relationship between the ratings. Class 2 t 1 is 200% of Class 1; Class 1½ t 1 is 150% of Class 1.

Translated into rates between New York and Los Angeles we get:

For shipments of 5000 pounds or more, the rates per 100 pounds are reduced $2.00 in all Classes on transcontinental shipments; $1.50 for shipments between the Midwest and West Coast; and $1.00, Midwest-East Coast.

Rates for shipments under 100 pounds (per pound rates) are based on the present revenue return per ton mile of $0.2690 for the smaller shipments. From this was computed the per pound rates for Classes 2, 3, 4, and 5. Class 1 and above were set to maintain approximately the same relationship that obtains in the 100 pound rates.

Again between New York and Los Angeles, the rates per pound look like this:

New York-Los Angeles Rates Per Pound

Class	Pound Rate	100 # Rate	Spread
2 † 1	99¢	$94.30	$ 4.70
1½ † 1	75	70.72	4.38
1	51	47.14	3.86
2	33	28.28	4.72
3	33	24.46	8.52
4	33	20.63	12.37
5	33	16.80	16.20

Density Class Rate Scale

New York-Los Angeles* Aircraft Type: CL-44D

Density Scale				Payload at 70% Load Factor			Gross Revenue Per Trip		
Rating	Range	Average	Maximum Payload	(Weight or Cube)	Rate $/Cwt.	Rev. T/M	100% L.F.	80% L.F.	70% L.F.
2 † 1	1-3 lb./cf	2.0	10,132	7,092	$94.30	$.7695	$9,554	$7,643	$6,688
1½ † 1	3-4	3.5	17,730	12,411	70.73	.5771	12,540	10,032	8,778
1	4-5	4.5	22,800	15,960	47.15	.3847	10,750	8,600	7,525
2	5-10	7.5	38,000	26,600	28.28	.2308	10,746	8,597	7,525
3	10-15	12.5	63,325	44,328	24.46	.1996	15,489	12,391	10,842
4	15-20	17.5	64,000	44,800	20.63	.1683	13,203	10,562	9,242
5	20-Over	20.0	64,000	44,800	16.80	.1371	10,752	8,602	7,525

**2451 miles as established by Special Publication No. 238, U.S. Dept. of Commerce, Coast and Geodetic Survey.*

"From past history," the Tigers said, "shipments moving at per pound rates proved to be great in numbers, but low in revenue percentages, and mostly emergency in nature. Therefore, it did not seem necessary to reduce the revenue on this type of traffic. In addition, this type of shipment lends itself to consolidation by forwarders or shipper associations. By maintaining the present per-pound rates on Class 2 and below, the dollar spread between the per-pound and 100-pound rate increases in the higher density classes, making them more attractive for consolidation. The per-pound rates at Class 1 and above were derived by maintaining approximately the same dollar relationship between per pound and 100-pound rates as in Class 2. This method tends to discourage consolidation of light and bulky commodities, whereas a percentage relationship would increase the dollar spread and encourage consolidations as well as make the pound rates inordinately high."

Rate scales equal miles

In the rates tariff, Class rates between a pair of points are related to scale numbers. Between Cleveland and Seattle, for example, the rate scale number is 2055—the great circle mileage between the two points. In every case, the Tigers have used these great circle distances (from Special Publication No. 238) for rate scale numbers.

In another section of the tariff, scale numbers are translated into rates for any weight or for any Class.

A specific commodity rate section completes FTL's new rate structure. Eastbound, the Tigers protected today's traffic that is moving at Group 37 levels by specific commodity rates

(continued on page 24)

1948—PAN AM VOLUME DISCOUNTS FOR LATIN AMERICA

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THE BIGGER YOUR SHIPMENT, THE LOWER YOUR RATE

WEIGHT	NEW RATE	SAVINGS
Up to 99 lbs.	$1.00 per lb. . .	21%
100-219 lbs.	.69 per lb. . .	28%
220-549 lbs.	.50 per lb. . .	48%
550-1099 lbs.	.41 per lb. . .	57%
1100-2199 lbs. . . .	.36 per lb. . .	57%
2200-16,499 lbs. . .	.33 per lb. . .	60%
16,500 lbs. and over**	.31 per lb. . .	63%

**Eastbound only

To illustrate what these general rates mean, the 225-pound shipment that used to cost you $216 now costs only $112.50. You save almost half! On a 2250-pound shipment, you save $1125. There are similar low rates between all other U.S./European points. Specific commodity rates still apply to some items. Among them: leather goods, yarns & fibers, clothing & footwear, appliances, business machines, drugs, pharmaceuticals and photographic equipment.

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As far as cargo goes . . . Alitalia goes all the way!

For complete information on new rates, contact an expert—your Freight Forwarder or your nearest Alitalia Airfreight Office.

Tiger Tariff . . .

(continued from page 21)

at the 100-pound level. In addition, both Westbound and Eastbound specific commodity rates will be published for known volume movements of particular products. These rates will be below class rates at such a level to attract the traffic.

In the tariff ready to file with the CAB, there are relatively few westbound specific commodity rates. These are for large volume movement. Eastbound, rates range for minimum weight of 100 pounds up to 15,000 pounds.

The Tigers state that mixing of Class rate traffic will be permitted. Mixing of specific commodity rate traffic may, or may not, be permitted depending on the circumstances.

Volume Shipper Courted

"If it is a volume shipper (either forwarder or direct shipper)," the Tigers said, "who cannot consistently meet the volume minimum requirements, the tendency will be to permit mixing if he generates or controls that traffic and has other traffic to make up the deficit. If it is a movement of a particular commodity or group of commodities only, mixing will likely not be permitted in order to prevent diversion to a consolidator."

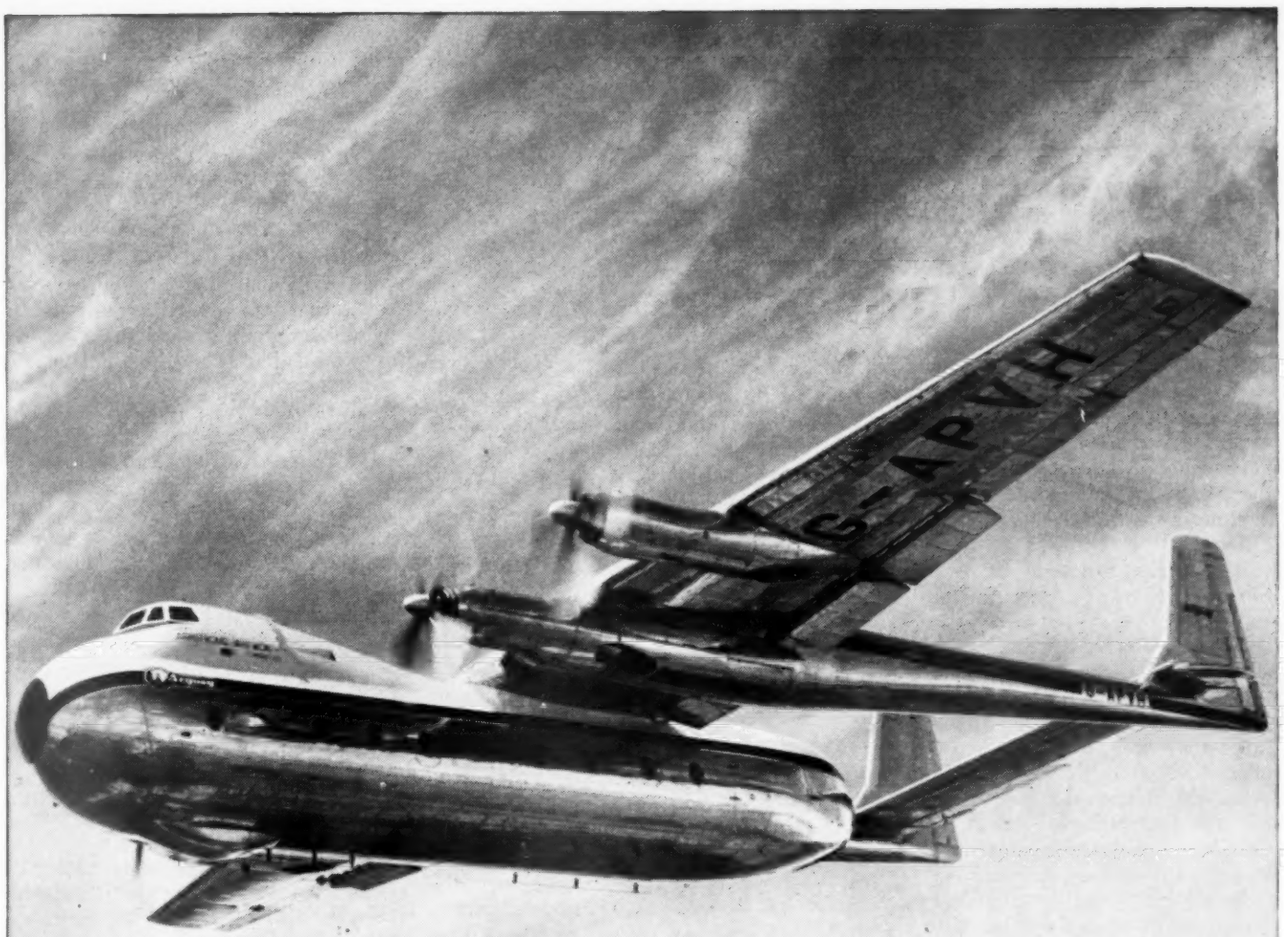
In setting up the commodity group numbers, the Tigers employed a system which identifies the density, or the class ratings:

Commodity Group Number Series	Class Rating
0000	2 + 1
0000	1½ + 1
1000	1
2000	2
3000	3
4000	4
5000	5

Reaction of the various industry groups has not been particularly sharp. Pros or cons are being reserved until there has been time to study carefully the Tiger proposal.

Since the tariffs have not been filed, the Board does not have to take official notice. However, certain of the CAB staff members have had copies of the tariff for some time. When the tariff is filed, the Tigers believe it will be acted upon quickly.

The Tigers are so convinced that this is the proper form for a tariff that they are prepared to go it alone. However, they recognize that interline traffic is important. For that reason, they will remain participants in the industry tariffs. Only local FTL traffic will be governed by the new rates. ■



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CAB

Industry Sharply Divided Over The Minimum Rate Issue

All five members of the Civil Aeronautics Board, last month, heard oral argument on the Minimum Rate Order. Based on the views expressed, CAB must decide whether to revoke the Minimum Rate Order outright or institute an evidentiary hearing on the question.

All of the trunkline carriers, with the exception of American Airlines, supported the *status quo*. In a joint stand, Eastern, Northwest, Trans World and United airlines all opposed the revocation of MRO.

Continued maintenance of minimum rates, they held, is essential to prevent unsound economic conditions. Warning of an impending rate war, the attorney for the four airlines told CAB that there is "no basis for altering present levels at this time."

In a separate statement, Eastern Air Lines expressed the opinion that present air freight rates were underpriced, not overpriced. The carrier told CAB that rates should be raised to cover costs.

Departing the trunkline ranks, American Airlines said that MRO serves a negative function. The carrier was especially critical of the delay and expense in getting the order amended.

American further pointed out that revocation of the Minimum Rate Order would not change freight rate levels. Any proposed rate would still have to meet the just and reasonable criteria, said AA.

Rate Levels Remain

Backing AA was AAXICO Airlines. The Miami-based freight airline favored revocation, with a view to special rates which would attract freight not now moving by air. AAXICO was especially interested in low rates which would attract northbound shipments.

The Flying Tiger Line also stressed the theme of lower rates to attract volume shipments. "If the Civil Aeronautics Board does not allow low rates, FTL faces bankruptcy. This is survival," the carrier argued.

FTL did not, however, favor a complete junking of the Minimum Rate Order. What the carrier would like to see is a revitalized MRO complete with a lower rate floor.

Two other freight airlines, Slick Airways and Riddle Airlines, argued in support of the MRO.

Warning of a rate war, Riddle said that "a change would be disastrous." Suggestion was to reshape the order within its present framework through the medium of specific exemptions.

Slick was of the opinion that there was not sufficient information to take any definite action with respect to the Minimum Rate Order.

Study First, Change Later

Any changes in rates, said Slick, should be accomplished by the rate conference procedure. Cost data and traffic movements should be studied. After information was gathered, the carriers would make their proposals to CAB.

Most of the air freight forwarders went along with the view that the MRO should be allowed to stand. Counsel for the Air Freight Forwarders Association said his members could "see no crashing urgency that warrants a summary revocation or suspension of the Minimum Rate Order. There is nothing to compel the conclusion that the minimum rate order should, after 13 years of guardianship of the industry to be torn up by its roots and discarded. We see no impending crisis demanding this."

Defector from the forwarder ranks was United Parcel Service Co., of Chicago. UPS placed itself solidly behind revocation of the MRO. Revocation would act as a stimulant to seek out new markets, UPS contended.

Shippers were represented at the oral argument by the National Industrial Traffic League and the Transportation Committee, of the American Retail Federation. Both organizations wanted to see an end to MRO.

The League, representing 1700 member shippers, called for immediate revocation. "The Board," said the League, "should return to normal. It should put the responsibility back on the carriers for the initiation of rates. They are the best equipped to decide their needs."

According to the League, only with lower rates, can the airlines realize the full potential of volume traffic.

The Transportation Committee, representing 40 state and 30 nationwide organizations composed of 800,000 retail outlets, felt that with MRO eliminated competition would be restored between the airline and the forwarder. Noting that a number of forwarders were grossing more air freight revenue than the airlines, the Committee said the situation has "reached a point where the tail is wagging the dog. The Minimum Rate Order is not a Holy Bible," concluded the Committee.

BER Favors ASA-Riddle Merger

The proposed merger between Riddle Airlines and Aerovias Sud Americana has gained the backing of the Civil Aeronautics Board's Bureau of Economic Regulation. In a legal brief to CAB Examiner James S. Keith, the BER went on record favoring the merger as in the public interest.

According to BER, the primary advantage of the tie-in would be the availability of a new and improved all-cargo service linking key traffic areas in the Great Lakes and Northeastern portion of the U.S. with points in Central and South America. These areas, said BER, have a close community of interest.

Riddle currently serves north-south routes between Boston and Miami, Chicago, Detroit, and Miami, and New York and San Juan. ASA has authority to serve points in Mexico, British Honduras, El Salvador, Nicaragua, Costa Rica, Panama, Colombia, Venezuela, Ecuador, and Peru.

Assuming that the cargo would move entirely via air from origin to destination, the BER sees a number of key advantages stemming from a Riddle-ASA merger:

- Time required for shipment would be shortened by through service;
- Responsibility for the entire haul would be fixed in one carrier;
- To the extent that single-plane service is offered, opportunities for breakage and pilferage would be reduced;
- Clearance of all consular and traffic documents would take place at the point of origin, thereby reducing the time required for correction of any errors.

BER concedes that a merged Riddle will have a tough time increasing the amount of international cargo moving by air over the domestic portion of a haul. But says the Bureau, "the reduction of upwards of six days' transit time which can be achieved by moving cargo

domestically via air to the international gateway point should be a strong selling point."

The BER brief brushed aside contentions that the proposed merger would create a monopoly or restrain competition. "Indeed," the brief reads, "the converse may result, since by substituting Riddle for ASA a more effective competitor would be interjected in the Latin American cargo market."

Boyd Applauds Joint Rates For Air-Surface Hauls

Strong words of encouragement for joint rates between surface and air carriers were recently uttered by Civil Aeronautics Board Chairman Alan S. Boyd.

Noting that very little had been done in this area, the CAB Chairman went on record as favoring exploration along joint rate lines.

Said Boyd, speaking before a meeting of New England public utilities commissioners: "There is no reason why shippers and travellers should have to choose one mode of transportation to the total exclusion of others when it is in the public interest or convenience to combine modes of transportation, that is an air-rail or air-motor combination, at reasonable through joint rates, fares or charges."

Boyd called attention to a joint rate filing of the Railway Express Agency and Alaskan Airlines which is now before the Board. The joint rates filed by the two carriers would permit cargo shipments from points throughout the 48 contiguous states to Seattle by surface, from Seattle to Anchorage and Fairbanks by air carrier, and from Fairbanks to several smaller Alaskan points by surface.

The CAB Chairman said that he would like to see more of such filings. "We must seek," he said, "means of stimulating a vast increase in the volume of air cargo. One way to do it is to attract surface cargo to the air for at least part of the haul. Reasonable and attractive joint through rates are a means of effecting this objective."

New York-San Juan Rates Still Unsolved

The unsettled U.S.-San Juan rate situation still plagues the Civil Aeronautics Board.

After discussions approved by CAB, three out of four carriers in the market —Eastern, Pan American and Trans Caribbean airlines—reached an agreement on a set of rates. The fourth carrier—Riddle Airlines—refused to buy it.

Moving to break the stalemate, the Board called its second prehearing conference on the San Juan rate problem.

Riddle, the dissenting carrier, asked to expand the proceeding beyond the realm of U.S.-San Juan rates to include the issue of the rates and practices of freight forwarders in the New York-San Juan market.

CAB flatly denied the Riddle proposal. Ruled CAB: "The question of whether rates being charged by competing air freight forwarders are lawful is not determinative of any issue in the proceeding and need not be resolved in deciding the matter; further, expansion of the issues would alter the nature of the proceeding and would involve an unknown number of additional parties, resulting in further and undue delay."

Fresh Hearings Called In Transpacific Case

Most of the international phase of the Transpacific Route Case has been reopened by the Civil Aeronautics Board and the Kennedy Administration. Former President Eisenhower junked much of this case just before he left office because of "foreign policy considerations."

In calling for new hearings, the

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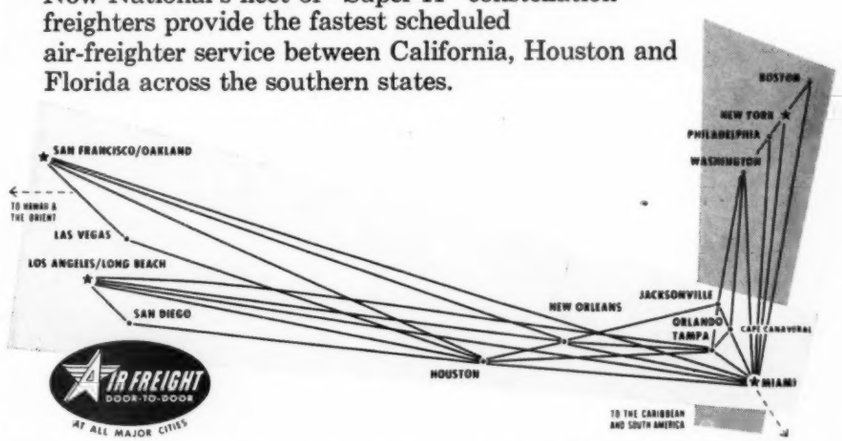

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SHOWN AT the reception are: (l. to r.) L. Pritchard; J. D. McPherson, Airborne; CAB Chairman Boyd; M. G. Montgomery, WTC; James Hawker, Emery; and Richard Meyers, WTC.

Board laid special emphasis on the problem of capacity controls, a matter which "has become increasingly important and significant to the sound development of this nation's international route system. Thus, the reopened hearings will stress up-to-date traffic data and potential on routes across the Pacific which were previously recommended for Pan American World Airways and Northwest Airlines.

Primary question which the Board will face in the new hearing is the thorny one of traffic potential versus capacity on Pacific routes. Eisenhower had referred to this by saying: "Our foreign relations would be adversely affected were we at this time to add second carriers to our major route to the Orient."

Specifically, the new hearing will be aimed at gathering evidence on the pattern of service and resulting capacity which would be offered by Pan Am and NWA if they got the awards originally recommended by the Board.

Under CAB's international recommendations, NWA would have received a new route from Boston, New York, Philadelphia, Washington/Baltimore, Detroit and Chicago to Japan via Honolulu.

Pan American World Airways would have acquired a new route segment from New York to Japan via Fairbanks, subject to certain conditions.

CAB will also determine "the effectiveness of existing capacity controls to prevent the operation of excess capacity by these carriers under the Board's recommendations." The Board said this action was being taken because "the economic issues of capacity controls relating to American flag service on the U.S.-Orient and Australasian routes were not fully developed in the record."

Nevertheless, CAB made effective TWA's authority to serve Hong Kong. The Board said the carrier's India-Ceylon-Bangkok authorization should also be renewed as an integral part of the combination Northwest-TWA round-the-world service which would connect at Hong Kong.

CAB also lifted a stay imposed last March which held up South Pacific Air Lines' route extension from the Society Islands to Fiji via the intermediates

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The Board added that recent developments require a "fresh determination as to whether an American flag carrier should be authorized to operate mainland U.S.-Tahiti single-plane service," and reopened the record to determine this question. South Pacific Air Lines and Pan American have both asked for the route.

In other developments, the Board: (1) limited the duration of TWA's India/Ceylon-Bangkok renewal and the Bangkok-Hong Kong extension to run as long as the carrier serves Ceylon and the portion of India south of the 20th parallel; (2) modified TWA's Manila authorization so it will end upon expiration of authority for the India/-Ceylon-Bangkok-Hong Kong route or inauguration by TWA of service to Hong Kong; and (3) dismissed Pan Am's request to remove or revise long-haul restrictions on New York-Hawaii operations.

Expedited Hearing Ordered On Jamaican Service

An expedited proceeding to determine whether a U.S. flag carrier should be authorized to provide nonstop service between New York and Jamaica, B.W.I. has been instituted by the Civil Aeronautics Board. Two U.S. flag carriers—Pan American World Airways and Delta Air Lines—currently fly between the U.S. and Jamaica, but neither has nonstop authority.

The Board said that in light of extensive foreign flag competition on the route—three foreign flag carriers have nonstop authorization—only one U.S. carrier would be chosen to fly the nonstop service. This carrier, CAB said, would be chosen "not only to accommodate current traffic, but in anticipation of future continued growth in the market. We make no determination now, however, as to the carrier to provide this service."

EAL Authority At 9 Points Voted To Mohawk

The transfer of nine Eastern Air Lines' points in upper New York, and Vermont to Mohawk Airline has been tentatively approved by the Civil Aeronautics Board.

According to the Board's tentative press release decision, Eastern will transfer to Mohawk the necessary authority to operate between Poughkeepsie, Albany, Glens Falls, Saranac Lake-Lake Placid, Plattsburg, Massena, and Watertown, N.Y., and Rutland and Burlington, Vt. Cities not currently on the Mohawk system include: Saranac Lake-Lake Placid, Plattsburg, Rutland and Burlington.

The Board stayed away from any tentative decision involving the possible transfer from Eastern to Mohawk of authority to operate between points in upstate New York and Vermont, and Montreal and Ottawa, Canada. The Agency explained that any decision on service to Canada must be submitted to the President for approval prior to publication.

CAB BRIEFS

Frontier Airlines has been authorized to suspend service temporarily at Imperial, Neb. until airport construction has been completed.

Compania De Aviacion "Faucett," S.A. has gained a favorable examiner's recommendation to serve a route between Peru and Miami via Panama City.

Pan American World Airways has received two year authorization to operate nonstop between Curacao, N.W.I., on the one hand, and Maracaibo, Venezuela; Barranquilla, Colombia; and Balboa, Canal Zone, on the other.

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PEOPLE

New district cargo representative for United Air Lines in Oakland, Calif. is **James H. Miller.** He replaces **George E. Hagenah,** who has been transferred to a district cargo post in Honolulu.

Prior to his new assignment, Miller was a UAL sales representative in San Francisco.

Two key traffic executives have been appointed by the H. J. Heinz company. They are **Grant E. Jackson,** manager-transportation and warehousing, and **John B. Carnahan,** assistant to the vice president-distribution.

Jackson joined Heinz in 1948 as transportation and warehousing trainee. He subsequently served the firm in a number of capacities and most recently was acting manager of transportation and warehousing.

Carnahan rejoins Heinz after completing a year of study in the executive development course at Massachusetts Institue of Technology. Before studying at M.I.T., he was manager-traffic for Heinz.

MILLER

CARNAHAN

Ruthe C. Butler has joined Seaboard World Airlines as director of advertising and public relations. In her previous position, Miss Butler was promotion manager for the Empire State Building. She has also been associated with American Airlines and American Overseas Airlines.

George Marchetta, formerly with Air-Sea Forwarders, is now a member of Japan Air Line's cargo sales staff in Los Angeles.

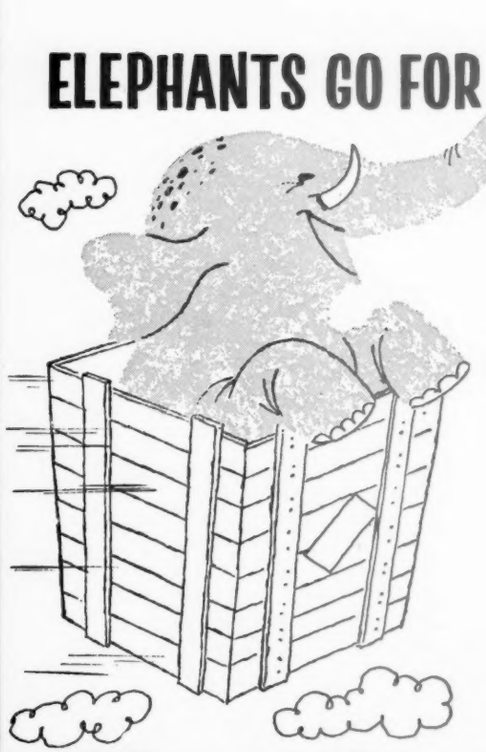
Expanding operations in Puerto Rico, Allied Air Freight has boosted **Hector Aleman** to general sales manager for Puerto Rico and the Virgin Islands. Simultaneously, **Roberto Jusino,** was made regional sales manager, Puerto Rico.

Dempster Brothers, of Knoxville, Tenn., a manufacturer of containerization equipment, has named **A. T. Adams** to head up a new containerization division.

The newly created division will be concerned with the development and fabrication of specialized containerization equipment for use in the transportation industry. Currently under development are light-weight steel and aluminum containers for use in air, rail, marine and motor freight shipping.

The appointment of **Laird H. Wallace** as director of personnel has been announced by Riddle Airlines. Wallace was previously associated with General Electric Co. and Du Pont in personnel and industrial relations assignments.

ELEPHANTS GO FOR PEANUTS TO SOUTH AMERICA



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Carrier Round-Up

A new sales office has been unveiled by **SEABOARD WORLD AIRLINES** in Detroit, Mich. The office is located at 424 Book Building, 1249 Washington Boulevard.

The new facility, headed by Orville Tungate, formerly with Air France, will provide North Atlantic air freight sales service to shippers, air freight forwarders and air cargo sales agents in all of Michigan and the Toledo, Ohio, area.

Volume of air freight flown by **NATIONAL AIRLINES** out of New York reached 810,766 pounds in June for a 14% rise over the same month in 1960. Most of the cargo consisted of wearing apparel, pharmaceuticals and machine parts. Robert Havenstein, NAL's regional cargo sales manager, attributed the June results to "the success of National's Super Constellation all-freighter service between New York and Florida."

The American Broadcasting Company chartered a **KLM ROYAL DUTCH AIRLINES** air freighter to fly seven tons of television equipment from New York to Moscow. The ABC equipment was used to cover the Russian-U.S. track and field meet held in the Russian capital.

REA EXPRESS has consolidated five Westchester County express offices into a new, centrally-located "key-point" terminal at Ardsley, N.Y. REA predicted the new Ardsley facility, would provide better and faster surface, air and international express services to shipper and receivers in 59 communities in Westchester County.

A 35,569 pound shipment of grapes recently contributed the largest payload ever carried by **TRANS WORLD AIRLINES** aboard an L-1649A freighter. In a three week period, TWA flew over 100,000 pounds of grapes from Los Angeles to New York for West Coast shippers and growers.

A new office to serve the requirements of **BRITISH OVERSEAS AIRWAYS CORP., BRITISH WEST INDIES AIRWAYS** and **BAHAMAS AIRWAYS** has been opened in Miami, Fla. The office is located at 329 East Flagler St., corner of Biscayne Blvd. It is under the direction of Mike Alvarez, BOAC senior sales representative in Florida.

A monthly air freight record was set by **AMERICAN AIRLINES** in June. During the month, AA carried more than 11,377,000 revenue tons of freight, a 24% jump over the same month in 1960. E. C. Taylor, AA's vice president, cargo sales and services, said "the June record breaking total climaxed a trend of recent months of increasing domestic air cargo traffic—months which in the past have been traditionally light compared to the fall and winter periods."

Other records were toppled in the mail brackets. Air mail ton miles, in June were up 7% to 1,754,000 revenue ton miles, and first class surface mail shipped by air increased 37% to 275,000 revenue ton miles.

BRITISH EUROPEAN AIRWAYS has begun Vickers Vanguard service between London and Belfast. The Vanguard has a cargo capacity of 1274 cubic feet.

PACIFIC NORTHERN AIRLINES, in June, recorded a total of 478,708 ton miles of freight for a 20% increase over the same month last year. Mail reached 148,038 ton miles, for a 26% gain, and express ton miles climbed to 9,251 for a 20% increase.

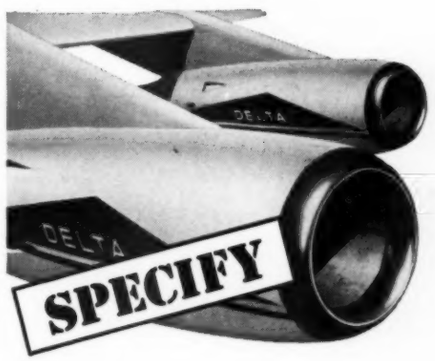
AIR CONGO, the national airline of the Congo, is being organized with the help of **SABENA BELGIAN WORLD AIRLINES.** Based in Leopoldville, Air Congo will serve both domestic and international routes. Sabena will provide technical and operational assistance and will assist in the training of Congolese technicians under a separate agreement concluded for this purpose.

"Jet Bridge to the Orient" is the name chosen by **BRITISH OVERSEAS AIRWAYS CORP.** to describe its USA-Japan-Hong Kong route.

Scheduled transatlantic cargo service with the new CL-44 turboprop freighter has been started by **SEABOARD WORLD AIRLINES.** On its maiden flight, S&W's CL-44 carried mail, racing cars, mining and high precision equipment, ladies' fashions, and a number of other commodities.

Freight ton miles recorded by **UNITED AIR LINES** in the first half of 1961 showed a 30% rise over the same period of 1960. Mail ton miles were up 49% and express rose 23%.

When you need a shipment in a hurry



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All Delta flights carry Air Freight . . . give you next day delivery. Delta's fleet includes all-cargo aircraft for heavier, bulkier shipments. For information or service call:

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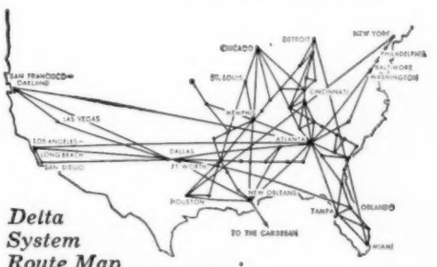
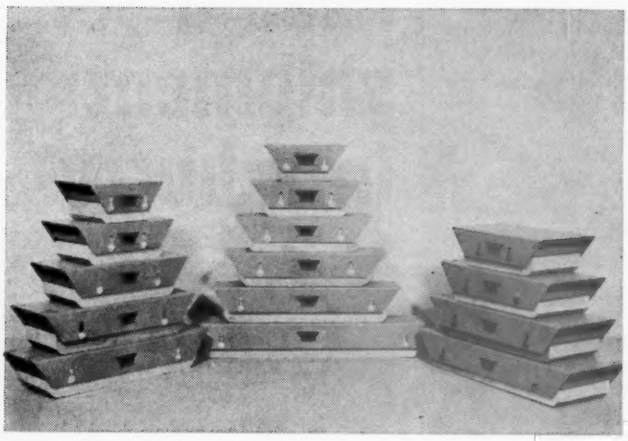


Delta System Route Map

DELTA

the air line with the BIG JETS

New Products and Processes



The complete family of PACCO Skids serves any size container. Mounted on a large crate, the skids permit fork truck handling.

PACCO Cushions Skids To Reduce Shocks

A new idea in shipment shock suppression for containerized products has been developed by the Packaging and Converting Co. of Washington, D.C. PACCO is putting the cushioning on the outside of the container within the skid.

PACCO Cushioned Skids fasten to the bottom of crates, large boxes, or pallets to isolate the entire container from the hazards of handling and shipment. The cushioning permits the elimination of elaborate interior shock-isolation systems and can result in substantial savings in cost, weight, and cube. The material takes the place of rubber strips and provides entry for the tines of handling equipment.

The skids come in 15 standard sizes suitable for protecting loads from 100 to 3000 pounds. Each skid contains a cushioning pad of resilient polystyrene foam, Resilo-Pak. This material will repeatedly absorb more energy than any other resilient cushioning material known.

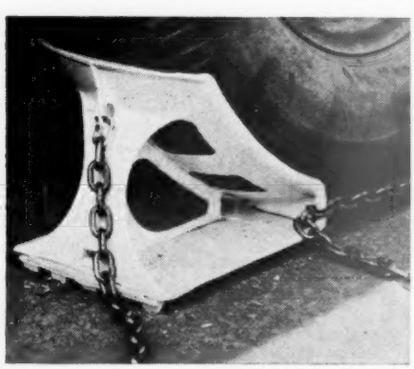
The 1½-inch thick Resilo-Pak pad within the skid is precompressed to 1¼ inches to minimize drift and thickness loss. The bolt nuts are "frozen" on with an epoxy resin compound. The steel bracket is normally furnished with a pickled-and-oiled coating. The bracket may also be obtained cadmium plated, hot-dip galvanized, or prime coated.

Heavy Duty Wheel Block Provides Positive Anchor

A heavy duty wheel block utilizing a unique engineering principle for additional security has been put on the market by Calumet Steel Corp., of Hammond, Ind. A ⅜-inch or ½-inch chain is anchored at the dock base or in the pavement near the dock in line with the wheel to be blocked. The other end is attached to the block (WB-15 Heavy Duty Wheel Block).

With the wheel block in position, the chain is pulled taut and the closest link engaged in a chain-retaining slot. With the vehicle thus secured, any forward movement causes immediate purchase of the ground engaging calks, literally anchoring the vehicle in place. Only negligible force is exerted on the chain.

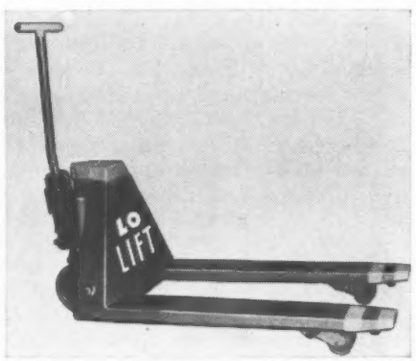
The WB-15 is available for immediate delivery with cast on calks, removable rubber calks, or replaceable hardened steel calks.



Hydraulic Pallet Truck From Canadian Firm

A new hydraulic pallet truck, manufactured in Canada, is being marketed in the U.S. Called Lo-Lift, the truck has been designed with all the strength, performance, and features of quality trucks, complete with a leak-proof hydraulic unit, according to the manufacturer, Hi-Lo Equipment, Ltd.

The firm says the product is easy to maintain because greaseless bearings have been used in all pivot points. Furthermore, the units are engineered so that all working parts are easily accessible for speedy servicing. Immediate delivery is available on the standard sizes. Special custom sizes require an extra week for delivery.



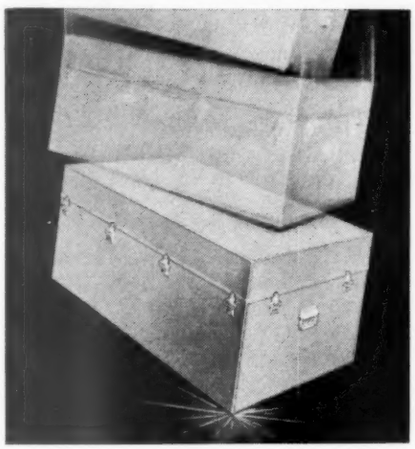
The Model 26, with a load capacity of 2600 pounds, sells for $299.00. The Model 44, of 4400 pounds capacity, sells for $340.

Monograms New Boxes Puts Muscles In Corners

A newly patented principle of construction, producing box corners with

"muscles," is being used by Monogram Precision Industries in its new line of reusable shockproof containers. Monogram says the new containers effectively protect delicate gear from damage under the most extreme conditions. The containers exceed ATA-300, Cat. I, and military specifications.

A variety of readily available materials—honeycomb, foamed plastic, metal-faced plywood—provide light weight, thermal insulation and positive weather protection, in addition to high shock resistance. The use of standard panel materials permits the manufacture of special shapes at production run costs. Special bracketry is available for any shock mounting need.



Monogram says the containers are used to safely package missile and electronic components, optical equipment, air-borne consoles, etc. A brochure with full details is available.

TECHNICAL LITERATURE

Truck Maintenance Plan Offered By Gulf Oil

A new, comprehensive Trouble-Free Maintenance Plan for truck fleet operation is being offered by the Gulf Oil Corp.

Developed primarily for the operators of small and medium-sized fleets, the plan emphasizes the importance of systematized maintenance and cost control. In small fleets these may be over looked. Gulf says that a recent survey showed that 60% of U.S. laundry owners, who operate some 50,000 trucks, keep no records on truck costs.

The Gulf plan will give the truck operators continuing control over individual truck and overall fleet costs, and it can be implemented with existing personnel and administered with a minimum of executive supervision.

Major elements of the Gulf TFM Plan include:

1. The Gulf Trouble-Free Maintenance Guide. This is a 72-page manual which describes the benefits to be obtained from systematic preventative maintenance and how to establish a maintenance program. Subjects covered include lubrication frequency, adjustment and tune-up, inspection procedures, record keeping, and the importance of selecting proper fuels and lubricants.

2. Lubrication charts covering the specific truck makes and models in a customer's fleet. These charts provide a permanent reference to critical lube points, lubrication frequency and change service.

3. A set of maintenance record forms. These include work order-repair records, vehicle maintenance record jacket, and wall chart.

Few in number and simple in design, the record forms incorporate both a servicing and lubrication check list and a basic cost control system. They can be kept up by the mechanic or garage foreman without additional administration, but are complete enough to give supervisors accurate, up-to-the-minute service and cost information on each fleet unit.

Gilliner Protects Interior Of Cargo Compartments

The M. C. Gill Corp. has issued a new bulletin describing Gilliner 1066, cargo compartment liner. The liner (1000 series) is a fibreglas polyester laminate, which because of its extreme toughness (used to line elephant corrals by zoos), low weight (two-thirds the weight of aluminum), high tensile strength (the tensile strength exceeds aluminum), and light color is used for lining cargo compartments of aircraft.

Gilliner 1066 has high impact, gouging, puncture and abrasion resistance. It is quickly and easily repaired and has a low replacement cost. The material is flame resistant and self-extinguishable, meeting F.A.A. requirements.

Gilliner is normally obtainable in 5-foot to 13-foot 9-inch lengths, 36-in. to 68-in. widths and 010 to 090 thicknesses. It cuts readily with metal snips, abrasive saws, or carbide tipped tools, and is simply installed using standard techniques. The panels lay flat.

Amer-Lease For Buildings Includes All Equipment

A building package plan designed to simplify construction problems is being offered by American Buildings Co. of Columbus, Ga.

Because of the trend toward business rentals, American Buildings is offering on a lease basis, pre-engineered, post-free buildings. The firm goes so far as to provide all required machinery. The firm states that with its column-free, fire resistant construction there is no limit as to size or location.

Willard B. Joy, president of American Buildings Co., believes, that the new service is a "first" in the building field, and that with the increasing

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popularity of leasing capital equipment, the plan is destined to become commonplace.

Called the Amer-Lease Plan, the service is made available to clients, not just as a structure purchase, but as a series of services essential to the productive operations of a particular enterprise.

Under provisions of the plan, there is no outright purchase demanded. However, a lease purchase option is available.

The plan will provide for the erection on land already owned by the customer, land leased by the customer, or land of the customer's choice purchased by Amer-Lease Plan and leased to the customer.

Another feature is that the machinery and equipment within the building will be installed in an American Building and the new tenant has but to move in and begin operations.

Joy pointed out several advantages to leasing under this new plan.

Working capital is freed for more profitable use, thus allowing the cash-flow advantage whereby working capital can be used to generate additional profit. The plan also permits expansion of capacity without change in capital structure; stockholders equity is not diluted and net working capital is not adversely affected.

"It allows cleaner balance sheet position," Joy continued, "since no debt is acquired to adversely affect the customer's borrowing potential. It permits the expensing of rental payments, preserving bank credit for proper use as an additional source of short term loans. In this manner, there is ready cash and bank credit available for quick purchase of materials and inventories at bargain prices.

"The Amer-Lease Plan calls for an initial cash outlay far less than normally required to acquire capital assets through the conventional purchasing methods. The lease does not appear as a recorded debt, and therefore has no reflection regarding open account or credit line with suppliers. This tends to minimize inflation risk by paying tomorrow's cost with tomorrow's dollar."

For further information on items mentioned in *New Products and Processes* or *Technical Literature* write: Readers' Service Dept., AIR CARGO, 1001 Vermont Ave., NW, Washington 5, D.C.

ON THE DOCKET

SEPTEMBER

Society of British Aircraft Constructors, Flying Display and Exhibition, Farnborough, England, Sept. 4-10.

G. Lloyd Wilson Memorial Seminar, American Society of Traffic and Transportation, Wharton School of Finance and Commerce, Philadelphia, Pa., September 6-7.

Second Annual Cargo Handling Exposition, Pier Nine, New York, N.Y., September 6-8.

IATA, 18th Annual General Meeting, Dublin, Ireland, September 10.

National Defense Transportation Association, 1961 Transportation and Logistics Forum, Denver Hilton Hotel, Denver, Colo., Sept. 17-20.

Short Course in Plant Layout, Material Handling, Warehousing and Shipping, University of California University Extension, Lake Arrowhead Conference Center, Lake Arrowhead, Calif., Sept. 17-22.

Sixth Annual Midwest Work Course on Plant Layout and Facilities Planning, The University of Kansas Extension Center, Kansas City, Kan., September 18-22.

Houston International Trade and Travel Fair, Houston, Tex., September 22-October 1.

American Association of Port Authorities, Fiftieth Anniversary Convention, Lafayette Hotel, Long Beach, Calif., September 25-29.

OCTOBER

Produce Packaging Exposition, St. Louis, Mo., October 1-4.

NOVEMBER

Fifteenth Institute on Air Transport Management, American University, Washington, D.C., Nov. 6-17.

Packaging Machinery Manufacturers Institute Show, Detroit, Mich., November 7-10.

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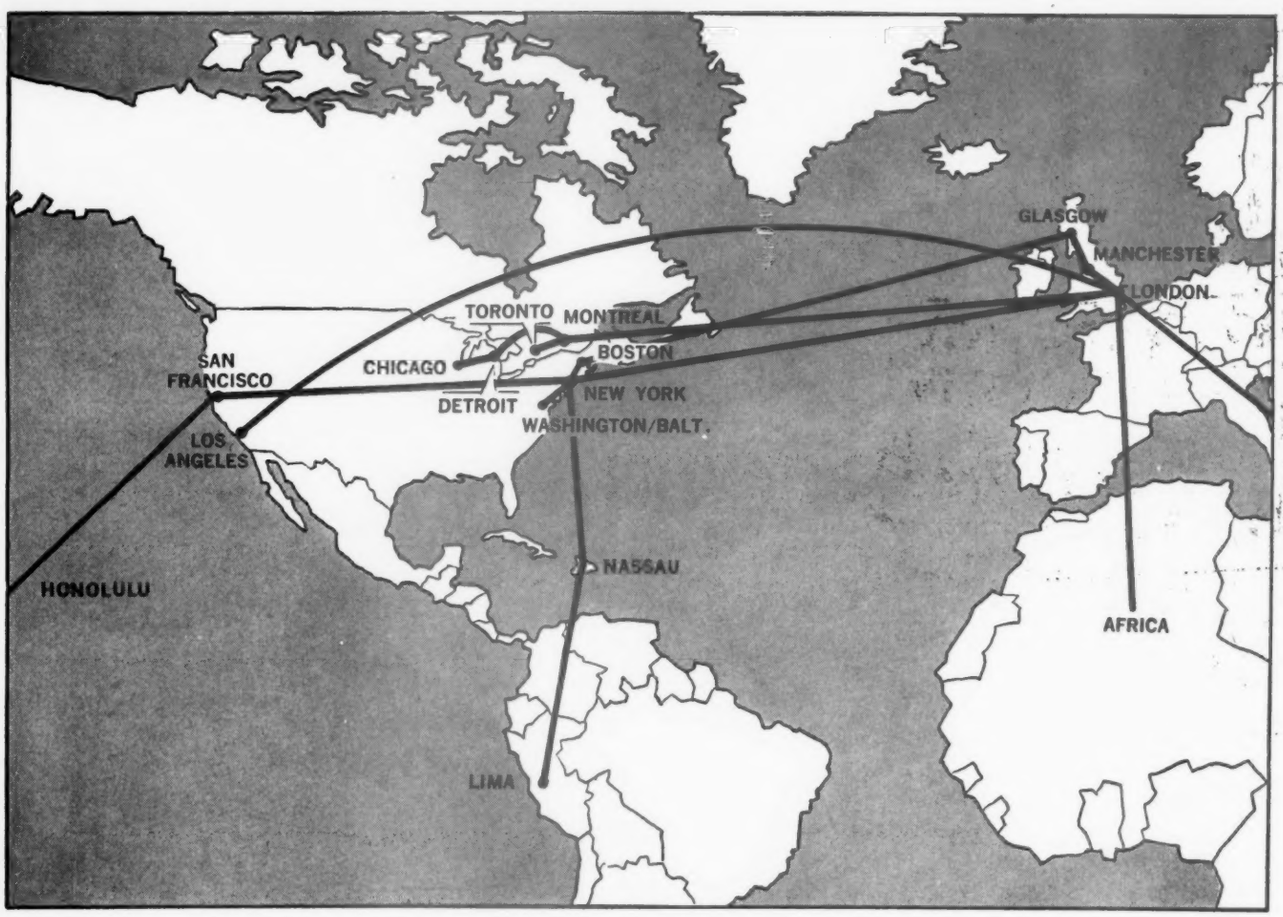

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